Baltimore. Board of Fire Commissioners

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Annual Report

BALTIMORE CITY FIRE DEPARTMENT

1956

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THOMAS D'ALESANDRO, Jr.
MAYOR
CITY OF BALTIMORE

BOARD OF FIRE COMMISSIONERS

WILLIAM F. HILGENBERG
PRESIDENT

FRANK J. BAUER
COMMISSIONER

JOHN E. WEYER
COMMISSIONER

JOHN T. O'MAILEY
EXECUTIVE SECRETARY

BOARD OF FIRE COMMISSIONERS
WILLIAM F. HILGENBERG, *President*
FRANK J. BAUER, *Commissioner*
JOHN E. WEYER, *Commissioner*
JOHN T. O'MAILEY, *Executive Secretary*
MICHAEL H. LOTZ, *Chief of Fire Dept.*

BALTIMORE CITY FIRE DEPARTMENT

GAY AND LEXINGTON STREETS
BALTIMORE 2, MARYLAND

December 31, 1956

To the Honorable,
The Mayor and City Council of Baltimore

Subject: Baltimore City Fire Department - Annual Report - 1956.

Gentlemen:

The Board of Fire Commissioners submits herewith the Annual Report of events significant to the operations of the Baltimore City Fire Department during 1956.

The installation of the new Fireboat MAYOR THOMAS D'ALESANDRO, Jr., was perhaps the highlight event of the year. This vessel is the first fireboat built for the City of Baltimore since 1921 and is recognized as one the nation's most notable in speed, pumping capacity, maneuverability and operating efficiency. The Fireboat MAYOR THOMAS D'ALESANDRO, Jr. will prove an invaluable asset to the Marine Division in fighting fires in and around the World Port of Baltimore.

Strategically located at 5821 Belair Road, a one-story fire house of the latest design was officially placed in service with a newly created truck company (No. 30) in November 1956. Engine Company No. 54 was removed from its former dilapidated quarters and re-located in with this new truck company which will be an important addition to the fire fighting protection in and around the Belair-Harford Road areas.

The land fire fighting strength was further increased by the acquisition of a new 100' aerial ladder truck and a new 1000 g.p.m. pumper. These vehicles have replaced three older vehicles, which will be retired to reserve status.

Two new ambulances replaced older vehicles, and last summer Ambulance No. 11 was added to the fleet of ambulances now serving the City. This new ambulance was properly dedicated and stationed within the quarters of Engine Company No. 21 in the Hampden area. It has since rendered many hundreds of errands of mercy for the residents of Baltimore City.

Tragedy, in the form of a terrible traffic accident between Engine Company No. 24 and a civilian truck, caused the deaths of two of our beloved members in the first month of the year. The entire Fire Department has mourned this tragically heart breaking event. Mindful of the impact on the economy of the dependent survivors of members killed in line of duty, the City administrative heads enacted the legislation which now provides the present full-pay benefits in lieu of the former less liberal payments to the next of kin.

All members of the Fire Department were "blood-typed," and a system of records established providing excellent control of information as to the availability of the various types of blood that may be required to cope with emergency needs.

The Board had the happy privilege of presenting commendation awards to 61 members for outstanding performances of duty during the year. Also, an unprecedented number of high-level officer promotions took place with 2 Deputy Chiefs, 12 Battalion Chiefs, 1 Chief Fire Alarm Operator, 18 Captains and 38 Lieutenants being elevated to their respective grades. 4 Lieutenants were assigned to the Fire Prevention Bureau to augment the strength of that important division.

The Board of Fire Commissioners is appreciative of the loyalty and devotion to duty as displayed by the members of the Fire Department. The efficiency demonstrated is indicative of the high caliber men who comprise this fine organization that is dedicated to protecting the citizens of Baltimore from the ravages of fire.

Respectfully submitted,
BOARD OF FIRE COMMISSIONERS
William F. Hilgenberg, President
Frank J. Bauer, Commissioner
John E. Weyer, Commissioner

MICHAEL H. LOTZ
CHIEF OF FIRE DEPARTMENT

CHARLES H. KNAPP
DEPUTY CHIEF 1

CHARLES H. THIESS
DEPUTY CHIEF 2

PAUL W. REYNOLDS
DEPUTY CHIEF 3

JOHN J. KILLEN
DEPUTY CHIEF 4

ROLAND F. WETT
DEPUTY CHIEF 7

FRANK J. TRENNER
DEPUTY CHIEF 5
HEADQUARTERS

VERNON A. BOLTE
SUPERINTENDENT
FIRE ALARM

CHARLES T. GALLION
DEPUTY CHIEF 6
REPAIR SHOP

BALTIMORE CITY FIRE DEPARTMENT

FIRE COMMISSIONERS

William F. Hilgenberg, *President*

Frank J. Bauer, *Commissioner*

John E. Weyer, *Commissioner*

John T. O'Mailey, *Executive Secretary*

CHIEF OF FIRE DEPARTMENT

Michael H. Lotz

DEPUTY CHIEFS

FIRST DIVISION

1–Charles H. Knapp
4–John J. Killen
7–Roland F. Wett

SECOND DIVISION

2–Charles H. Thiess
3–Paul W. Reynolds

5–Frank J. Trenner, *Headquarters*

6–Charles T. Gallion, *Repair Shop*

Vernon A. Bolte, *Superintendent of Fire Alarm*

BATTALION CHIEFS

1–Carroll F. Hand
2–Otto F. Beverungen
3–John W. Penn, Jr.
4–Anthony P. Sim
5–George H. Redmon
6–George E. Moeller
7–John P. Kimmitt
8–Michael M. Mackin

9–Vincent J. Simansky
10–John A. Koutnik
11–Henry G. Ey
12–Oscar C. Jensen
13–Elmer W. Moreau
14–Edward J. Schneider
15–John E. Ege
16–Thomas F. Potter
17–Henry M. Smith

18–John G. Kollmann
19–James H. Barnes
20–Emory J. Kempf
30–Joseph L. Paulus
31–Walter C. Bautro
32–Christian L. Reynolds
33–Leonard J. Kubski
34–Joseph A. Piechocki

MARINE DIVISION

21–Walter A. Broll
22–Joseph T. Sowa

FIRE PREVENTION BUREAU

24–Michael W. Horan

REPAIR SHOP

26–William H. Stagge

FIRE SCHOOL

23–John E. Thomas

FIRE INCENDIARY BUREAU

25–John S. Knoerlein

FIRE ALARM

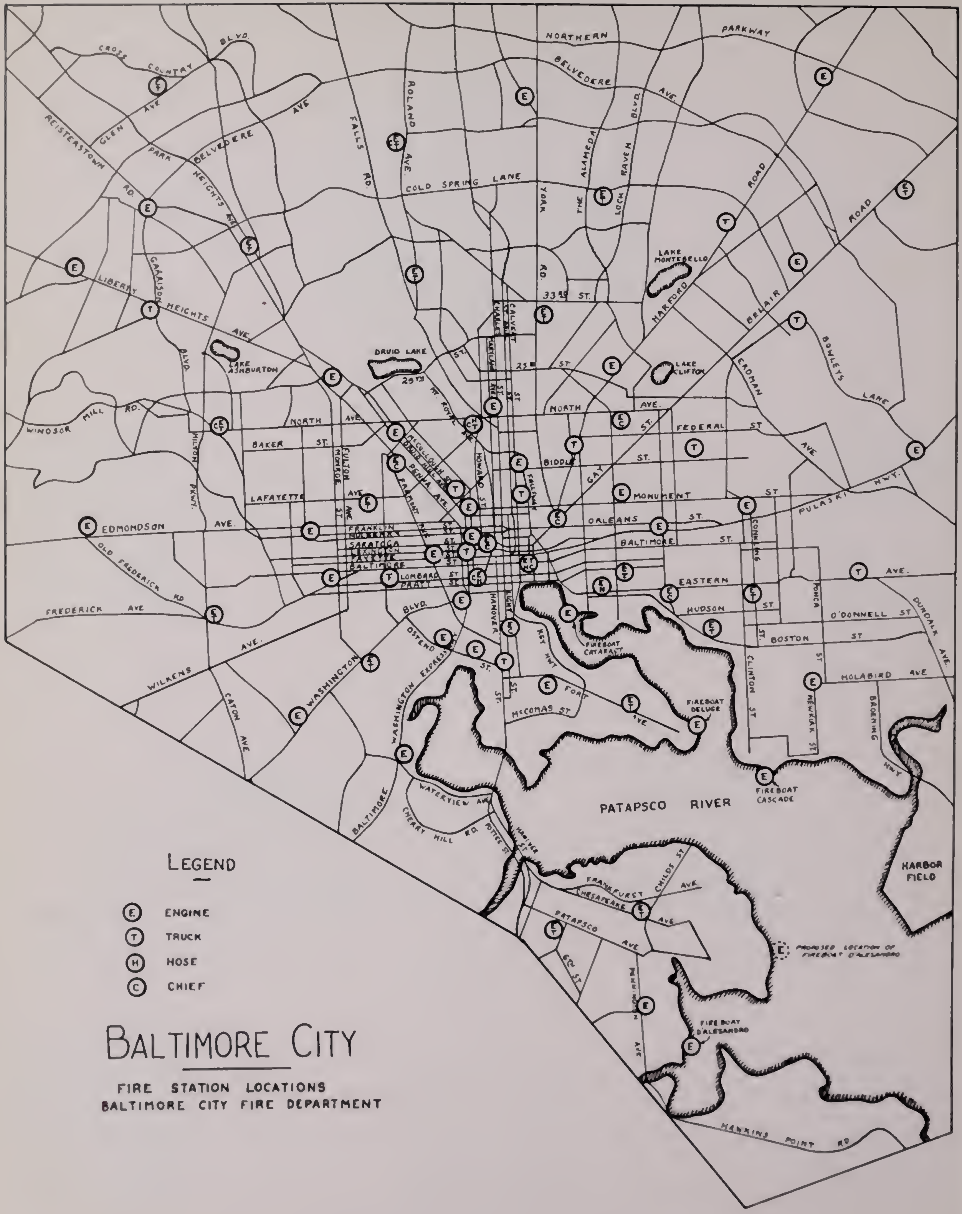
27–William J. McCarthy
Francis H. Tipton,
Chief Lineman

FIRE DEPARTMENT PHYSICIANS

Dr. Frank N. Ogden

Dr. Kirk Moore

Dr. Joseph R. Liberto



BALTIMORE CITY

FIRE STATION LOCATIONS
BALTIMORE CITY FIRE DEPARTMENT

LOCATION OF COMPANY QUARTERS

ENGINE	TRUCK	HOSE	AMBULANCE	CHIEF	MISCELLANEOUS	STREET LOCATION
1					Flood Light 1, RE-1	323 North Paca Street
2				BC-6		800 Light Street
3					RT-5, RO-3	Pulaski Highway and Lakedale Avenue
4	29				RE-4	Cold Spring Lane and Arlington Avenue
5	3					251 South Ann Street
6				BC-2	RE-6, RO-8	416 North Gay Street
7					RE-7	700 North Eutaw Street
8	10				RE-8	1505-07 West Lafayette Avenue
9					RE-9	1713 East Madison Street
10	28		9		RE-10	Chesapeake Avenue and Childs Street
11			2	BC-1	RE-11	2301-05 Eastern Avenue
12					RH-4, RA, RO-11	401 East Fort Avenue
13			4	BC-4	RE-13, RO-10	Fremont and Myrtle Avenues
14				BC-10	RE-14, RO-9	1908-24 Hollins Street
15		2		BC-5	RE-15	308-10 West Lombard Street
16 (FB)				BC-21	Fire Boat "Cataract"	Foot of President Street
17	19				RE-17, RO-6	1426 East Fort Avenue
18					Chemical 4	115 West 21st Street
19			3	BC-8	RE-19, RO-5	1601 East North Avenue
20	18		8	BC-7	RT-18	3130 West North Avenue
21	9		11		RE-21	3726 Roland Avenue
22	17				RT-17	Linwood Avenue and O'Donnell Street
23			1	DC-1	RE-23, RO-2	226 West Saratoga Street
24						214½ North Patterson Park Avenue
25					RE-25, RA	2140 McCulloh Street
26			5		RE-26	140 W. West Street
27					RE-27	533-35 Washington Boulevard
28					RE-28, RA	1302 Guilford Avenue
29	22				RE-29, RT-22	4314 Park Heights Avenue
30	8					3220 Frederick Avenue
31	7					3121-25 Greenmount Avenue
32	1		7, DA		Flood Light 2	14 South Gay Street
33					RE-33, RT-6	1751 Gorsuch Avenue
34		5			RO-4	316-18 South Caroline Street
35	21					3701 Fifth Street, Brooklyn
36					RT-10	2229-41 Edmondson Avenue
37					RE-37	1204 Ridgely Street
38					RE-38	756-58 West Baltimore Street
39 (FB)					Fire Boat "Deluge"	Fort McHenry
40						5200 Liberty Heights Avenue
41	20				Chemical 1, RE-41, RC-1	520-22 South Conkling Street
42						3923 Southern Avenue
43						418 Lyman Avenue
44	25			BC-9		2 Upland Road, Roland Park
45	27				RE-45, RT-9, RO-7	Cross Country Boulevard and Glen Avenue
46						5116 Reisterstown Road
47					RE-47	2608 Washington Boulevard
48 (FB)					Fire Boat "Cascade"	Pier 3, Canton
49 (FB)					Fire Boat "D'Alesandro"	Foot of Benhill Avenue, Curtis Bay
50			10			4700 Holabird Avenue
51						646 North Highland Avenue
52						3515 Woodbrook Avenue
53						614 Swann Avenue
54	30				RE-54	5821 Belair Road
55	23				RE-55	1400 Carroll Street
56						6514 Harford Road
57					Chemical 2	4427 Pennington Avenue
58						2425½ Annapolis Road
	2				Water Tower 1	104 North Paca Street
	4				RT-4	929-31 McCulloh Street
	5					1500 Harford Avenue
	6				Chemical 3	1227 South Hanover Street
	11	3		BC-3	RO-1	401-03 West North Avenue
	12					3901 Liberty Heights Avenue
	13					43 South Carey Street
	14		6			4522 Harford Road
	15					1221-23 North Montford Avenue
	16				RA	831 North Calvert Street
	24					5714 Eastern Avenue
	26					4300 Mannasota Avenue
		1		DC-2	Water Tower 2	10-12 South Gay Street

LEGEND -

BC—Battalion Chief
DC—Deputy Chief
RA—Reserve Ambulance
RE—Reserve Engine
RT—Reserve Truck
RC—Reserve Chemical
RO—Reserve Officers Car
DA—Department Ambulance
FB—Fire Boat

Fire Operations

Of the 14,325 box and silent alarms received during the year, there were 10,693 fire calls and 3,632 responses for other emergencies. Also, of these 3,632 non-fire calls, 1,421 or 32.45% of the total received were false alarms.

It is interesting to note that the same number (64) of additional alarms of fire were sounded this year as were sounded in the previous year.

1956		*1955*	
2nd Alarms	33	2nd Alarms	32
3rd Alarms	11	3rd Alarms	13
4th Alarms	4	4th Alarms	8
5th Alarms	1	5th Alarms	3
6th Alarms	9	6th Alarms	4
* 8 Alarms	4	* 8 Alarms	2
*10 Alarms	2	* 9 Alarms	1
		12 Alarms	1
Total	64	Total	64

—The maximum number of alarms that can be sounded on any fire alarm box is six. Consequently, if additional assistance is required after the sixth alarm is sounded, it is necessary to sound additional alarms from the next nearest box. Although these major fires are generally referred to as 8-alarms, 10-alarms, etc., actually it is a combination of six alarms sounded from one box, and two or four, as the case may be, sounded on an adjacent box. Since all apparatus is equipped with two-way radio, the means of sounding additional alarms is usually accomplished by radio.

The two largest fire fighting operations in 1956 were the 10-alarm fire at the Baltimore Air Coil Company, 2615 Mathews Street, on February 2nd; and the 10-alarm fire at the Royal American Manufacturing Company, 749-755 W. Pratt Street on October 2nd.

At the Mathews Street fire, the entire building was involved with fire upon the arrival of the first fire companies. The intense heat from the fire had already blistered the paint on the dwellings across the street, and the fire fighting companies did an outstanding job of saving the exposed homes from further damage.

The strategic employment of a multitude of hand lines with many high pressure streams in close support were responsible for quickly confining the fire on Pratt Street to the building of origin.

The efficiency displayed by all officers and members participating in their concentrated efforts to fight the common enemy—FIRE—is noteworthy indeed.

MULTIPLE ALARMS OF FIRE - 1956

DATE	NO. OF ALARMS	LOCATION	OCCUPANT
JANUARY			
6	2	770-790 West Saratoga Street	Housing Authority of Baltimore
7	6	2215 Russell Street	Meyer M. Miller
8	2	2721-23 Greenmount Avenue	Picker X-Ray Company
23	8	Reisterstown Road and Park Circle	Carlin's Park
27	2	3441 Reisterstown Road	Mrs. Zelma Frank
31	2	4008 Fairview Avenue	Mr. David Walters
FEBRUARY			
2	10	2615 Mathews Street	Baltimore Air Coil Company
8	2	2127 West North Avenue	Leonard J. Woolfson
10	6	107-09 Light Street	Chester L. Eshelman Company
16	2	3109 West Coldspring Lane	Seaboard Lacquer Company
23	3	3315 Bancroft Road	Marvin Plant
25	2	2722 Cheswolde Road	Mrs. Lawrence T. Scally
26	3	6100 Belair Road	Community Ice Company
27	2	Bridgeview and Cherryland Roads	Public School No. 159-C
27	2	1223 Argyle Avenue	Public School No. 118
29	4	1031 Aisquith Street	St. James Church Hall
MARCH			
3	3	613 North Carey Street	Charles Garrett
11	2	3660 Falls Road	Carrie Cole
11	2	301 South Sharp Street	Frank English
15	2	907 North Calvert Street	Walter Wolfgang
22	2	5426 York Road	A & P Super Market
24	3	430 South Pulaski Street	Department of Education
27	6	410-12 East Pratt Street	F. M. Stevenson Company
27	6	2033 East Chase Street	Harrison Lumber Company
28	6	1815 Edison Highway	Capitol Lumber Company
APRIL			
10	2	4007 Hillen Road	Unoccupied House
21	2	736-60 East 25th Street	Carroll Independent Fuel Co.
24	2	539 West Conway Street	George Haynesworth
24	8	1431-41 Aisquith Street	S. Leroy Cole and others
MAY			
5	2	17 West Pratt Street	Michael Fisher
7	6	120-22 Hopkins Place	Lee's Auction Rooms
8	4	1008-12 South Conkling Street	Southern Overall Service
16	2	927-29 Linden Avenue	Unoccupied House
20	2	2314 West North Avenue	John Wise
JUNE			
2	3	921 Aliceanna Street	MacLea Lumber Company
9	3	Druid Park Drive	Carlin's Park
14	2	415 East Oliver Street	Continental Midway Corporation
21	4	3700 Rogers Avenue	Public School No. 234 Annex
24	5	1223 Leadenhall Street	Unoccupied House
JULY			
6	2	Port Covington Pier 3	Western Maryland Railroad
6	2	801 St. Paul Street	Chesapeake and Potomac Telephone Company
15	3	1127-35 McElderry Street	Kurt Burkhart
21	2	819 N. North Point Road	Industrial Electrical Company
27	2	4940 Eastern Avenue	Baltimore City Hospitals
27	3	45-47 South Gay Street	Henry F. Brown
AUGUST			
4	2	40-42 South Calvert Street	Household Products Company
10	2	4602 Eastern Avenue	Ernest Pecora
11	6	5242 Park Heights Avenue	A & P Super Market
25	2	551 Laurens Street	Beulah C. Barksdale
SEPTEMBER			
No Multiple Alarm Fires In September			
OCTOBER			
1	2	821 Pennsylvania Avenue	Oliva Maya
2	10	749-55 West Pratt Street	Royal American Manufacturing Co.
4	2	939 St. Paul Street	Caffee Tire Corporation
10	6	40-44 South Charles Street	William H. Cole and Son
19	2	3000 West North Avenue	Gilbert Fox and Samuel Cohen
NOVEMBER			
5	3	1701 Patapsco Avenue	Food Machinery & Chemical Co.
8	3	1808-20 Thames Street	United Rag and Paper Exchange
9	4	2402 Pennsylvania Avenue	Jonathan Chair Company
11	3	3701-5 Eastern Avenue	Eve Schaum
23	2	3907 Eastern Avenue	Plymouth Furniture Company
24	8	4908 Park Heights Avenue	Emmanuel O. Katz - Bowling Alley
24	2	712 Evesham Avenue	Mrs. Edith Gill
28	6	2600 Annapolis Avenue	C. O. Wurzberger and Sons
DECEMBER			
1	8	106-12 West Barre Street	Life-Like Products Company
29	2	21 North Fulton Avenue	Raymond VanBlargen

FIRE DEPARTMENT SERVICE - 1956

COMPANY	ALARMS RESPONSE						SILENTS	SPECIALS	TRANSFERS	TIME AWAY FROM QUARTERS		TOTAL SERVICE
	1	2	3	4	5	6				HOURS	MINUTES	
Engine 1	58	60	5	—	—	—	130	—	—	223	2	253
Engine 2	163	4	4	2	—	—	125	9	—	244	31	307
Engine 3	135	3	—	—	2	—	183	1	1	294	45	325
Engine 4	119	1	—	2	1	1	237	1	17	377	45	379
Engine 5	186	3	5	4	3	2	147	—	8	311	51	358
Engine 6	469	9	4	4	—	1	232	1	—	437	27	720
Engine 7	294	7	7	3	2	4	257	3	3	403	34	580
Engine 8	450	4	3	5	3	5	334	—	7	402	20	811
Engine 9	471	5	5	—	2	2	222	1	1	406	36	639
Engine 10	92	1	—	—	—	—	76	1	2	209	18	172
Engine 11	140	9	—	2	2	2	76	—	—	207	48	231
Engine 12	100	2	5	3	1	—	157	—	2	190	44	270
Engine 13	489	4	4	4	4	3	233	3	—	339	9	744
Engine 14	272	1	2	4	2	3	365	8	—	361	24	657
Engine 15	218	6	3	2	1	2	86	—	—	260	53	318
Engine 16	49	—	—	—	—	—	7	—	25	60	59	81
Engine 17	33	2	1	2	2	4	102	—	2	125	4	148
Engine 18	340	8	1	1	5	5	272	2	—	408	47	634
Engine 19	497	5	2	—	—	1	323	8	—	463	54	836
Engine 20	197	4	5	2	—	1	300	2	8	312	57	519
Engine 21	81	2	5	2	1	1	215	1	17	299	8	325
Engine 22	164	1	2	3	—	1	115	1	7	305	53	294
Engine 23	260	9	4	6	—	1	80	—	—	236	51	360
Engine 24	250	8	3	1	2	1	195	2	—	306	50	462
Engine 25	387	8	4	2	1	4	384	8	—	440	23	798
Engine 26	247	5	3	1	—	—	100	2	—	252	3	358
Engine 27	176	9	3	—	—	—	98	1	—	245	33	287
Engine 28	421	3	1	3	1	3	268	3	—	418	27	703
Engine 29	115	3	3	2	—	3	238	1	15	315	13	380
Engine 30	149	2	1	1	—	—	183	2	6	260	21	344
Engine 31	247	—	1	1	2	2	240	—	4	313	14	497
Engine 32	215	3	4	3	1	1	145	1	1	277	29	374
Engine 33	253	3	1	1	—	1	143	5	1	272	40	408
Engine 34	213	2	5	4	3	1	150	3	—	268	12	381
Engine 35	190	—	—	—	—	1	159	—	—	188	33	350
Engine 36	351	2	—	2	3	5	199	—	—	290	52	562
Engine 37	173	5	5	—	—	—	82	1	1	219	44	267
Engine 38	339	9	7	2	—	1	275	1	—	377	28	634
Engine 39	29	—	3	—	—	—	7	—	—	44	35	39
Engine 40	76	5	—	—	—	—	151	—	—	160	30	232
Engine 41	281	1	2	1	—	—	201	1	7	374	33	494
Engine 42	191	2	1	2	—	—	113	—	5	272	47	314
Engine 43	91	1	—	2	1	1	140	2	—	157	30	238
Engine 44	93	3	3	—	—	3	112	2	4	182	12	220
Engine 45	67	1	—	1	—	—	146	1	2	157	23	218
Engine 46	146	—	—	—	—	—	279	1	—	254	42	426
Engine 47	121	2	—	—	1	2	95	—	—	151	58	221
Engine 48	35	—	1	—	—	—	10	1	20	57	15	67
Engine 49	25	—	—	—	—	—	12	—	4	39	8	41
Engine 50	136	2	—	—	—	—	143	3	—	212	46	284
Engine 51	278	3	1	—	—	1	248	1	—	354	58	532
Engine 52	199	7	—	—	—	3	214	3	—	300	43	426
Engine 53	96	1	—	—	—	—	146	3	—	128	35	246
Engine 54	76	—	—	—	—	—	116	8	8	150	33	208
Engine 55	141	7	3	3	1	—	82	—	8	257	5	245
Engine 56	91	1	1	—	—	—	107	4	—	125	56	204
Engine 57	84	1	—	—	—	—	96	1	—	116	22	182
Engine 58	201	1	—	2	1	1	193	—	—	270	31	399
Truck 1	243	4	1	3	—	—	150	1	—	265	57	402
Truck 2	255	6	1	2	—	—	232	—	—	305	—	496
Truck 3	216	6	1	2	—	—	209	1	7	291	20	442

FIRE DEPARTMENT SERVICE - 1956

COMPANY	ALARMS RESPONSE						SILENTS	SPECIALS	TRANSFERS	TIME AWAY FROM QUARTERS		TOTAL SERVICE
	1	2	3	4	5	6				HOURS	MINUTES	
Truck 4	296	11	—	2	1	—	194	6	—	442	42	510
Truck 5	315	5	—	1	—	—	265	—	2	365	3	588
Truck 6	128	9	—	3	—	—	171	5	—	200	12	316
Truck 7	136	1	1	2	—	—	118	2	27	298	41	287
Truck 8	121	2	—	1	—	—	123	1	—	149	41	248
Truck 9	60	1	—	1	—	—	69	1	—	77	59	132
Truck 10	369	8	2	1	—	1	437	4	6	391	2	828
Truck 11	207	5	—	1	—	—	379	—	—	283	30	592
Truck 12	68	5	3	—	—	4	161	3	—	155	57	244
Truck 13	214	2	—	1	—	—	245	2	—	254	53	464
Truck 14	75	2	—	—	—	—	126	—	5	152	50	208
Truck 15	178	3	1	1	—	—	184	3	4	252	5	374
Truck 16	242	9	—	3	—	—	126	1	—	231	35	381
Truck 17	72	5	—	1	—	—	65	—	22	201	56	165
Truck 18	142	3	1	1	—	—	178	—	10	201	24	335
Truck 19	26	1	—	—	—	—	43	—	1	61	24	71
Truck 20	111	1	—	—	—	—	104	1	2	189	43	219
Truck 21	169	—	—	—	—	—	56	2	1	123	33	228
Truck 22	64	3	—	—	—	—	144	—	1	131	42	212
Truck 23	140	7	1	2	—	—	97	1	14	235	7	262
Truck 24	116	—	3	—	—	—	172	5	—	178	40	296
Truck 25	28	—	1	1	—	—	59	—	1	74	35	90
Truck 26	186	1	1	—	—	1	201	—	1	249	52	391
Truck 27	40	—	—	1	—	—	84	—	4	153	14	129
Truck 28	34	—	—	—	—	—	33	—	—	54	—	67
Truck 29	84	1	—	—	—	—	101	1	6	130	36	193
Truck 30	7	—	—	—	—	—	9	1	2	20	31	19
Hose 1	58	5	—	—	—	—	—	—	—	41	28	63
Hose 2	80	3	1	—	—	—	—	—	—	49	26	84
Hose 3	302	—	2	—	—	—	184	—	9	236	11	497
Hose 5	106	—	—	—	—	—	—	2	9	55	51	117
Chemical 1	70	1	—	—	—	—	1	—	—	40	50	72
Chemical 2	27	—	—	—	—	—	—	—	—	18	23	27
Chemical 3	94	2	—	—	—	—	—	—	—	47	39	96
Chemical 4	182	—	—	—	—	—	—	—	—	60	—	182
Water Tower 1	116	16	—	—	—	—	—	—	—	78	25	132
Water Tower 2	OUT OF SERVICE											

FIRST TEN ENGINE COMPANIES—SERVICE

1—Engine 19	836
2—Engine 8	811
3—Engine 25	798
4—Engine 13	744
5—Engine 6	720
6—Engine 28	703
7—Engine 14	657
8—Engine 9	639
9—Engine 18	634
10—Engine 38	634

FIRST TEN TRUCK COMPANIES—SERVICE

1—Truck 10	828
2—Truck 11	592
3—Truck 5	588
4—Truck 4	510
5—Truck 2	496
6—Truck 13	464
7—Truck 3	442
8—Truck 1	402
9—Truck 26	391
10—Truck 16	381

Marine Division

The World Port of Baltimore, one of the great maritime centers of the world, consists of some 46 miles of waterfront, of which 30 miles is developed.

The Port of Baltimore's modern and efficient facilities are designed for the handling of all types of cargo moving in world trade, and for the construction and servicing of vessels up to 28,000 tons. The major facilities on the waterfront include four railroad marine terminals; 270 piers, wharves and docks; three grain elevators with a total capacity of approximately 12,000,000 bushels; eleven modern ore cranes; 30 public general merchandise warehouses; three modern cold storage facilities; four coal piers, and 11 ship repair yards.

Such facilities, together with ship channel improvements, are estimated to represent a capital investment of approximately $400,000,000. Recent studies indicate that approximately 40,000 workers are directly employed in the Port's shipping and related maritime activities.

The Marine Division, consisting of 139 officers and men assigned to four fire boats and a tender, is responsible for protecting this tremendous investment from the ravages of fire that is not reachable by the land fire fighting units.

FIREBOAT "TENDER"

FIREBOAT "CATARACT"
Engine 16

FIREBOAT "DELUGE"
Engine 39

The acquisition of the new fire boat, "Mayor Thomas D'Alesandro, Jr." with its remarkable ability to maneuver at full speed and power at the same time she delivers full capacity for fire fighting, plus her many other commendable operating efficiencies, will prove an invaluable asset to protecting from fire, the World Port of Baltimore.

FIREBOAT "MAYOR THOMAS D'ALESANDRO, Jr."
Engine 49

Funds for the construction of the Fire Boat "Mayor Thomas D'Alesandro, Jr." were made available by a Capital Improvement Loan through legislative processes. In order that there be no mistake in which vessel should be replaced, all of the fire boats in service were subjected to a close examination by a competent Marine Surveyor. The results of this survey disclosed the "Torrent" to be the least desirable to retain, from the standpoint of its immediate extensive repair needs, and the present high operating costs per annum.

Thus, the obsolete Fire Boat "Torrent" was replaced by the most modern of fireboats—the Fire Boat "Mayor Thomas D'Alesandro, Jr."

FIREBOAT "CASCADE"
Engine 48

FIREBOAT "TORRENT"

Fire Prevention

Commendable progress was evidenced by the activities of the Fire Prevention Bureau during 1956. The records reveal that a multitude of noteworthy efforts were made to reduce fire occurrences in the homes and industries throughout the entire City of Baltimore.

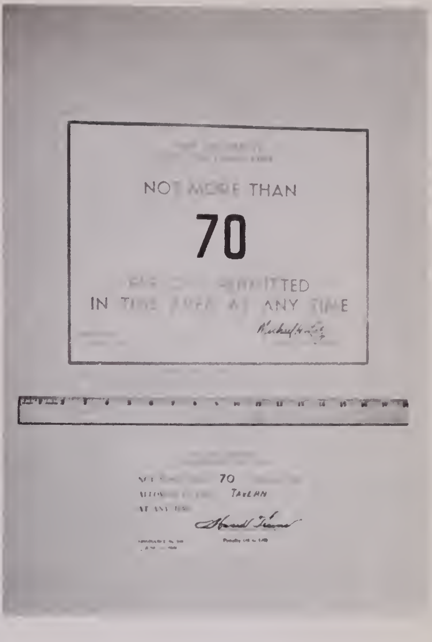
The private home inspection program conducted by all fire companies, who remain available for fire service while inspecting the homes in their respective districts, has been a remarkably successful operation. All but a few of the many householders have welcomed the fire inspection teams, to help make theirs a more fire-safe home in which to live.

Strict application of the ways and means to prevent fires in industry were exercised to the fullest extent. The Fire Prevention Officers' close check on storage facilities, manufacturing techniques, and the many other factors that contribute to destructive fires; as well as the friendly approach by the Inspecting Officer to make the business executive realize the necessity of fire prevention measures, has surely reduced the fire potentials, and increased the Fire Department's relations with the general public.

CAPACITY CARDS

In an effort to reduce the serious life hazard connected with the possible overcrowding of places of public assembly, such as hotels, dance halls, taverns, etc., more than 2,500 of these areas throughout the city were re-surveyed by the Fire Prevention Bureau during 1956. The physical dimensions and general layout, plus the number and size of exits available were the principal factors in determining the maximum capacity allowable for a given area. This was the first survey of its kind since the revision of the Fire Prevention Code in June, 1946.

The Capacity Card, which officially regulates the maximum number of persons permitted in any area used for public assembly, and is required to be prominently displayed therein; was replaced by a larger and more attractive card.



NOT MORE THAN

70

[illegible] PERMITTED

IN THIS AREA AT ANY TIME

70

TAVERN

PUBLIC RELATIONS

A year round educational program is carried out by the Fire Prevention Bureau with very good results. The program consists of lectures and demonstrations delivered to local public and parochial schools, civic organizations, boy scout troops and industrial plants on the proper use of first-aid fire fighting appliances and other matters relative to fire prevention generally; officers of the Bureau also appeared on radio and television programs with good effect.

Ten violations of the City Ordinance which prohibits the use of unapproved kerosene and cooking stoves were tried in the Housing Court of Baltimore, found guilty and fined from $10 to $25 and costs.

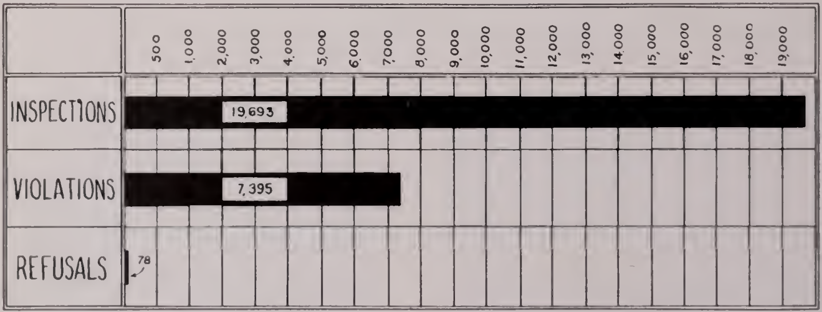
The Fire Hazard Check

IN-SERVICE INSPECTION

The In-Service Home Inspection program which was instituted in September, 1955, has in the past year shown good results. In this program, the fire apparatus manned by the entire company on duty leaves quarters and remains ready for fire service via two-way radio. In the event an alarm of fire is received to which the company is assigned, they will be notified by radio and respond accordingly. Before inspections are made, a letter is delivered to the householder approximately one week in advance, notifying of the planned inspection, and also requesting that someone be home at this time.

Many potential fire hazards have been found and eliminated during these in-service inspections. Literature has been left at all homes visited, calling attention to the ways and means of making theirs a more fire safe home.

Approximately 20,000 home inspections were made during 1956, and only 78 householders refused admittance to the fire fighting inspectors.



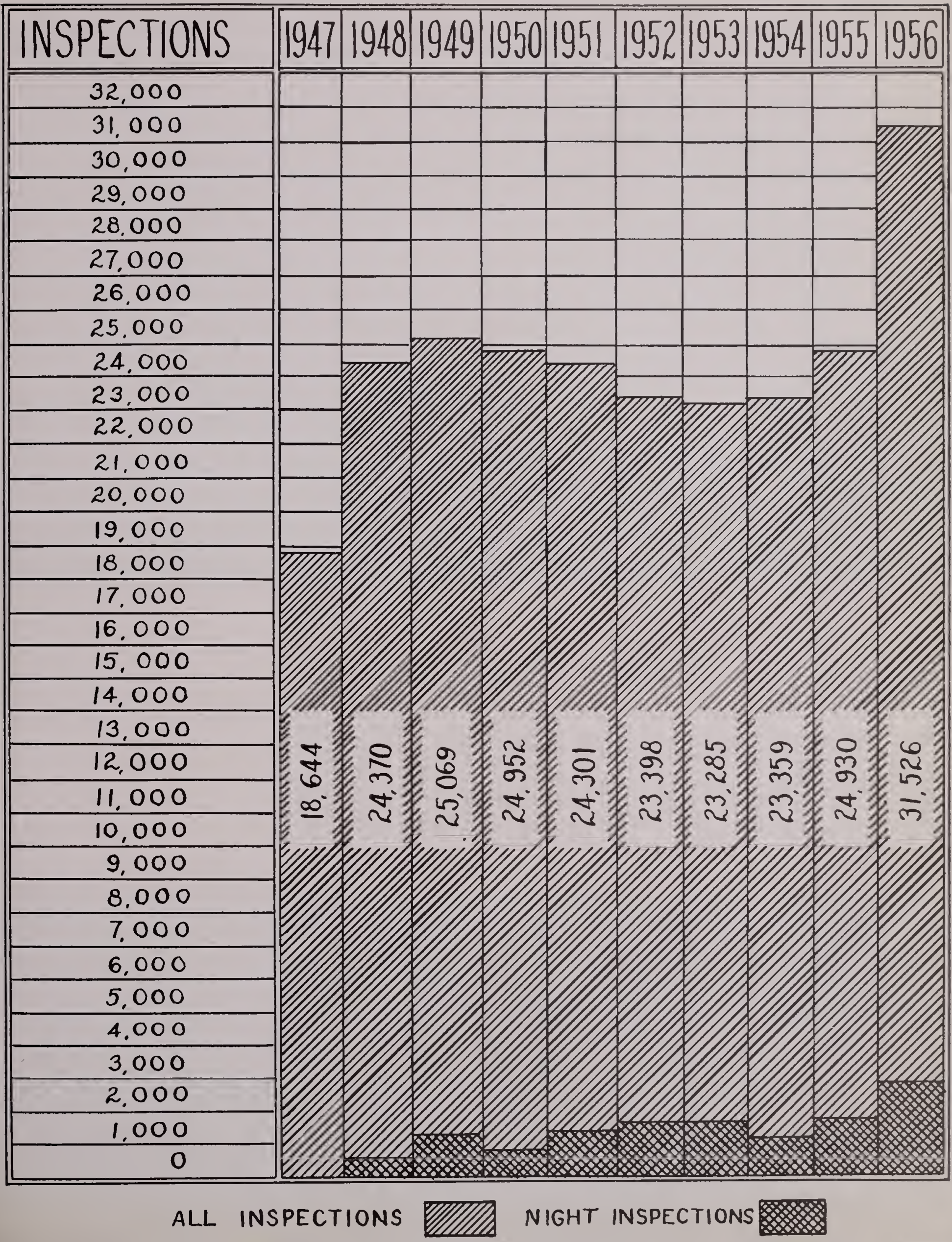
FIRE PREVENTION BUREAU ACTIVITIES - 1956

Violations Received—Ordinance No. 438	12,728
Violations Abated—Ordinance No. 438	12,694
Violations of Building Code Received, Investigated and referred to Bureau of Buildings	1,731
Applications for Gasoline Installations received and investigated	66
Applications for Fuel Oil Installations received and investigated	6
Occupancy applications received and investigated	379
Hospitals inspected	20
Nursing Homes inspected	56
Night Inspections	150
Buildings inspected—night	2,972

PERMITS ISSUED DURING THE YEAR

To Decorate	294
Burning of Autos or Junk for Salvage	7
Store or Handle Flammable Liquids	96

Total Inspections Made By Officers Of The Fire Prevention Bureau During 1956 — 31,526



FIRE DEPARTMENT
E64
T30

FIRE DEPT.
TRUCK

Fire Investigation

The functions of the Fire Incendiary Bureau are varied and complex, oft times encompassing technical problems of such nature as to require the employment of many scientific devices and procedures.

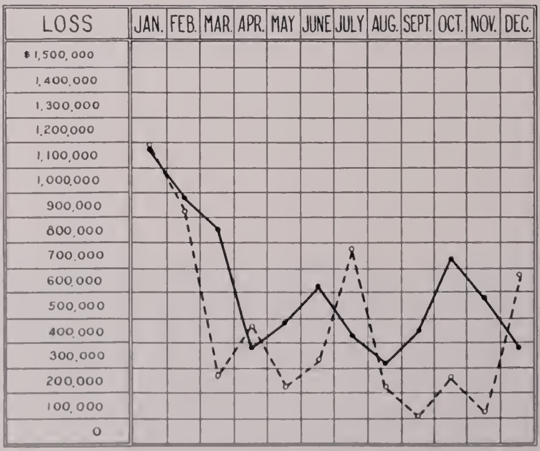
In addition to investigating all suspicious, fatal, and multiple alarms of fire, the members of this Bureau are responsible for investigating the circumstances connected with all fires that cause damage to any building and/or its contents. Explosions involving fires, and fires for which juveniles are deemed to be responsible are also investigated by the Fire Incendiary Bureau.

In the continuing effort to keep abreast of modern methods and procedures relative to arson investigation, officers of the Bureau attended such informative training functions as the annual arson seminar at Purdue University and a short course on arson investigation at Ohio State University. The deputy chief in charge of the combined fire investigation and fire prevention sections delivered a series of lectures on arson investigation at the Baltimore Police Academy.

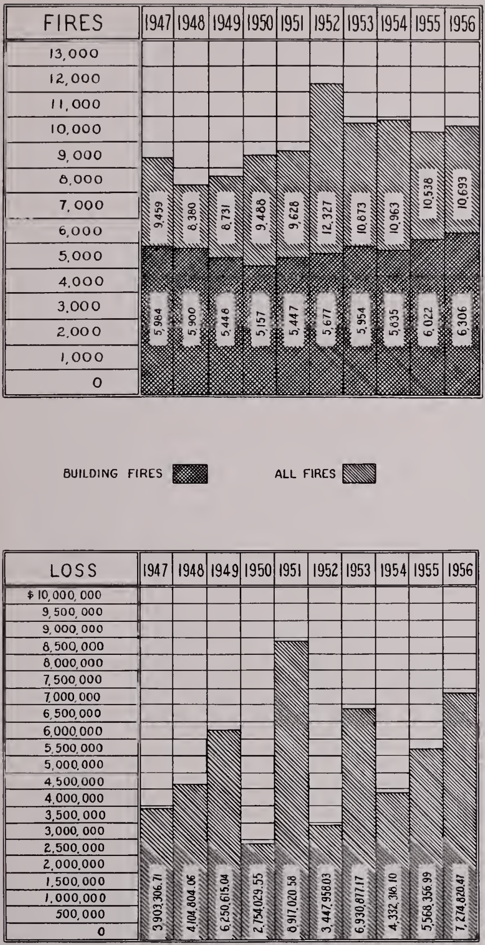
The Fire Incendiary Bureau was organized on April 14, 1938, with an assigned complement of one Battalion Chief and four Captains. In the first year of its operation, this Bureau investigated 2,090 fires, and in 1956, there were 4,085 investigations performed by the same number of officers assigned.

Under the supervision of the Battalion Chief in charge, each of the four Captains assigned to the Bureau is scheduled a 24-hour on-call period for the purpose of conducting emergency investigations required after the Fire Incendiary Bureau's normal duty hours.

The proficiency of the Fire Incendiary Bureau was evidenced during the past year by official recognition from the Board of Fire Commissioners. Officers of the Bureau were commended on several occasions for exemplary performance of their duties in the investigation of fires, which ultimately resulted in the apprehension and conviction of arson suspects.



MONTHLY COMPARISON CHART 1955-1956
FIRE LOSSES



Ten Year Comparison of Fires and Losses
Fire Incendiary Bureau

INVESTIGATION OF FIRES

	1956	1955
Total Number of Fires Investigated	4,067	3,725
Fires of Suspicious Origin	187	189
Number of Arrests for Arson	11	12
Number of Convictions for Arson	6	10

FIRE CASUALTIES

Deaths Caused by Fires	61	38
Injuries Caused by Fires	257	165

CAUSES OF FATAL FIRES

Bonfires	2	1
Careless Use of Candles	4	6
Careless Smoking	11	7
Coal Stoves	4	0
Children Playing with Matches	8	3
Electric Wiring and/or Appliances	1	1
Gas Ranges	1	3
Ignition of Flammable Vapors	8	1
Kerosene Heaters	12	0
Miscellaneous	10	16

CLASSES OF BUILDINGS WHERE DEATHS OCCURRED

Apartment Houses	2	1
Boiler House	1	0
Churches	1	0
Dwellings	20	15
Garages	1	0
Hospitals and Homes for the Aged	1	1
Factories	1	0
Multiple Dwellings	28	8
Railroad Right of Way	2	2
Shops and Dwellings	4	4
Ships	0	1
Clothing Store	0	6*

*6 Fire Fighters Killed, Box 12, February 16

FIRE LOSSES

1955 - $5,568,356.99

1956 - $7,274,820.47

Life Net Training

Training

Training within the Fire Department is a continuing process throughout the year.

Basic training for new members, plus refresher and advanced classes in fire fighting are conducted at the Fire School located in the quarters of Engine Company No. 36, Edmondson Avenue and Bentalou Street; driver training and pump operations are also under the supervision of the Fire School at other locations.

Under supervision of a Battalion Chief, the Captain and two Lieutenants assigned the Fire School also train many industrial fire brigades, as well as civil defense auxiliary fire fighters; lectures and demonstrations on Fire Prevention and related activities are also important functions of the Fire School.

PUBLIC RELATIONS-1956

Lectures and Demonstrations	*Number of Lectures*	*Attendance*
Hospitals	8	347
Schools	6	825
Military Installations	3	935
Civil Defense	2	150
Baltimore County Fire School	6	100
Park Police	1	40
Maryland Penitentiary	1	40
Eastern Overall Company	1	187
Total	28	2,624

Additional to the training received at the Fire School, all companies are instructed at regular bi-weekly intervals by the company officers in the many subjects relating to fire fighting. In an effort to establish uniformity to this in-quarters training program, the training within the fire houses is scheduled in such a manner as to require all unit commanders to cover the same instructional subjects during the same periods.

In-Quarters Training

	1956	1955
Basic Training		
Number of Classes	4	4
Total Attendance	164	134
Officers' School		
Number of Classes	5	5
Total Attendance	303	286
Company Refresher Training		
Groups Attending	86*	197
Number of Members Attending	671*	1,522

*Schedule curtailed due to large class of new members

	1956	1955
Civil Defense Training		
Auxiliary Fire Fighters	17	32

VEHICLE OPERATIONS

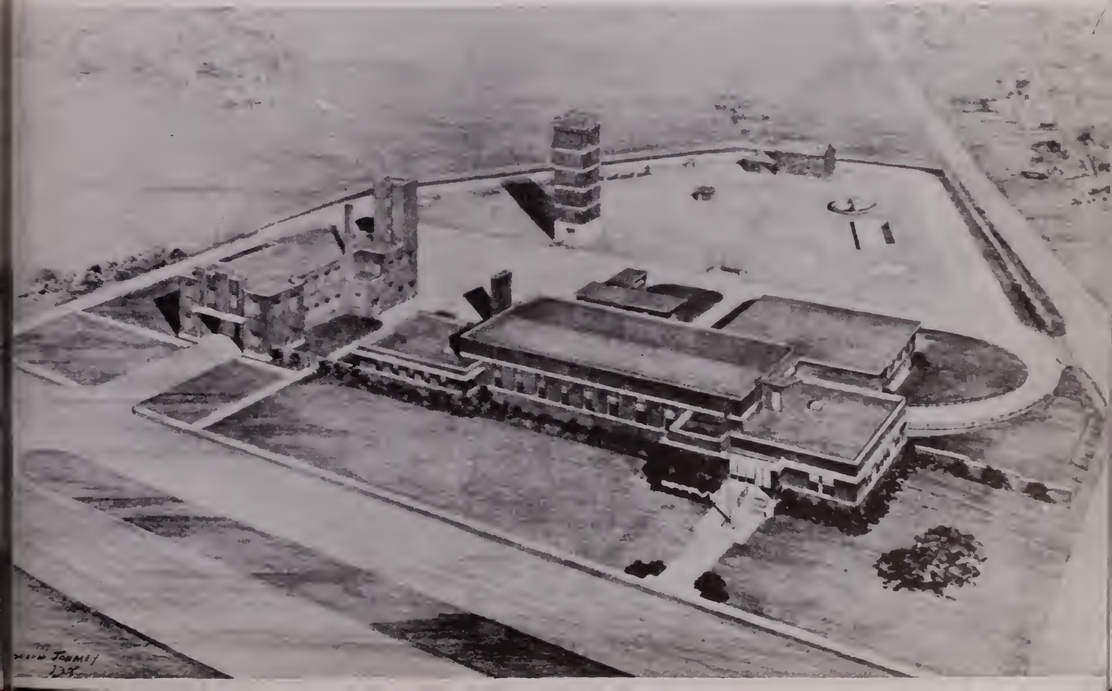
	1956	1955
Driver Training		
Groups Attending	72*	178
Number of Members Attending	469*	859
Keystone Driver Vision Tests	484*	1,100

*Schedule curtailed due to large class of new members

	1956	1955
Pumping School		
Groups Attending	110	108
Number of Members Attending	653	591

Industrial Plant Training

The new Fire School, located at 6720 Pulaski Highway is expected to be completed and ready for service early in 1957. This will be one of the finest Fire Schools in the nation, with facilities available to impart a wide range of practical training not possible to attain in the present school, due to area limitations.



Ambulance Service

Established primarily for the transportation of sick and injured persons from the streets, the Ambulance Service, manned and operated by members of the Baltimore City Fire Department, was inaugurated on June 27, 1927.

It is interesting to note that Baltimore was the first major city in the nation to have the emergency ambulance service under the direct control of the Fire Department.

During the first year of service, the original five ambulances responded to approximately 5,000 calls for assistance; the twelve ambulances in service in 1956 responded to more than 30,000 calls, representing a sixfold increase of this vital service rendered to the citizens of Baltimore.

The ambulance attendants assisted in the delivery of more than 500 babies which were born either in the home, before professional medical care could be obtained, or in the ambulance while enroute to hospitals. Each ambulance has as part of its equipment a Premature Infant Carrier. This special type portable incubator is supplied with oxygen and heated with hot water bottles, which is made ready for immediate service on all childbirth cases. It is significant to note that prior to the use of this Premature Carrier Service, 95% of all premature infants died, and now, with the special care this service affords, 98% of all premature infants survive very nicely.

On July 17, 1956, a new Ambulance was added to the present fleet and placed in service in the quarters of Engine Company No. 21, in the Hampden area, to provide this much needed service in the north-central section of the city.

The Captain of the Ambulance Service rode with all ambulances on many occasions throughout the year for the purpose of observing and correcting when necessary, the handling of patients and equipment. He also conducted instructional classes for all attendants assigned the various ambulances as well as First Aid courses for Fire Department personnel, lectures and demonstrations were also given to local universities, high schools, civic groups and classes of probationary policemen and policewomen.

In the effort to further good public relations, several reporters were allowed to ride in ambulances to gather material for newspaper and magazine articles on the Ambulance Service.

The Fire Department has among its personnel 45 qualified First Aid Instructors, who conduct First Aid Classes throughout the fire houses during the "In-Quarters" Training Sessions.

STATISTICS

	1956	1955
Accidents	9,506	7,944
Sick	18,337	19,747
Ambulance not required	2,506	2,561
Total	30,349	30,252
Highway Calls	9,958	9,916
Residence Calls	12,844	12,801
Hospital Calls	5,041	4,974
Ambulance not required	2,506	2,561
Total	30,349	30,252

MUNICIPAL AMBULANCE SERVICE - 1956

Ambulance Number	*Location*	*Number of Calls*
1	Engine 23	3,813
2	Engine 11	3,857
3	Engine 19	3,852
4	Engine 13	4,702
5	Engine 26	3,151
6	Truck 14	2,047
7*	Truck 1	2,104
8	Engine 20	3,064
9	Engine 10	993
10	Engine 50	1,263
11**	Engine 21	914

*Used primarily to handle indigent litter cases for the Health and Welfare Department, during daylight hours only.

**In service only 5½ months.

In addition, a Fire Department Ambulance is utilized for Fire Department personnel only, and responds to all multiple alarms of fire. However, this ambulance is used for emergency calls in the event other ambulances are not immediately available for service. The ambulance is located at Truck 1 and responded to 525 emergency calls and 64 additional alarms.

Medical Division

Two regularly assigned physicians, and a third physician on part time duty, assisted by two lieutenants comprise the Medical Staff section of the Fire Department, located in the quarters of Truck 1, Gay Street near Baltimore.

Each morning and evening throughout the year, a doctor and his lieutenant assistant are available at the Department Infirmary to render medical care to many injuries and illnesses incurred by members while either on or off duty. Physical examinations for appointment or retirement from the service are also a part of the normal routine at the Fire Department Infirmary.

In addition to handling emergency sick and injury calls throughout the day and night, the doctor on duty will respond to the scene of all third or greater alarms of fire, to lend the medical assistance required.

Unknown generally, is the tremendous amount of time spent by the Fire Department Physicians in performing surgery in hospitals throughout the city, and rendering other medical treatment to members injured in the line of duty.

The lieutenants assigned the Department Infirmary not only assist the doctors in the Infirmary but also respond with the Department Ambulance to the scenes of all multiple alarms of fire, to lend the necessary medical aid to fire fighting personnel.

In addition to transporting sick or injured members, the Department Ambulance, manned by the Infirmary Lieutenants, will also lend assistance to the Municipal Ambulance group when they are too busy to handle emergency calls for ambulance service from the civilian populace.

INFIRMARY ACTIVITIES

	1956	1955
Sick Cases	1,507	1,501
Injuries	512	470
Operations requiring suturing	46	20
Incisions and Drainage performed for removal of foreign bodies	103	138
Treatments for the above	6,104	4,890
Days Lost—Sick and Injured	9,662	11,429
Average Days Lost per man per year	5.2	6.1
Deaths—		
Line of Duty	2	6
Other than Line of Duty	4	8

Medicines to relieve colds, sore throats, aches, etc., are dispensed at the Infirmary; pain relieving appliances, such as infra-red lamp, ultra-violet lamp, and a short wave diathermy unit are also available to keep the members from losing time from duty due to ordinary illnesses. The value of the services offered at the Infirmary can be somewhat measured by the low figure of 5.2 days lost per year per fire fighter, as compared to the 7.5 days lost by the average worker in industry for illnesses or injuries during 1956.

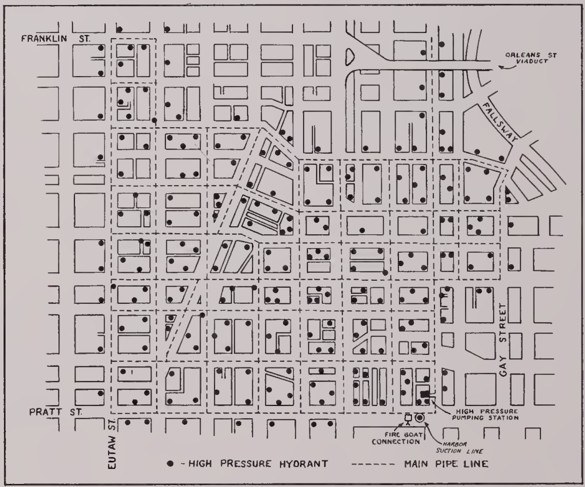
In order to better cope with the emergency needs for blood for members of the Fire Department, a blood typing program was established during 1956 for the purpose of having information available as to the various types and quantities of blood immediately obtainable. Each and every member of the Department, regardless of position or assignment, reported to several hospitals throughout the city to undergo the necessary tests connected with the blood typing program. Records are kept on file at Headquarters, Battalion Chiefs' quarters, company quarters, and also a pocket card with blood type information was issued to be carried by each individual in the service. This record system provides excellent control at all levels within the Department to handle any emergency blood requirement.

High Pressure Service

Emanating from the High Pressure Pumping Station located on South near Pratt Streets, a high pressure pipe line courses under the streets and pavements of the downtown high value district to augment the water supply source for fire fighting purposes in that area.

More than 13,000 gallons of water per minute under 250 pounds pressure (psi) can be delivered through the high pressure system to the 226 high pressure hydrant outlets strategically located throughout downtown Baltimore. These hydrant outlets are all located below the ground level and are readily accessible by merely removing the distinctive manhole covers and installing the portable high pressure head carried on the fire apparatus.

A remarkable feature incorporated in the design of the High Pressure System is the special connection located on Pratt Street which allows the fire boats to supply the system from the harbor with capacity needs, should the regular water supply source fail for any reason whatsoever. Thus, the high pressure system is a protective feature of great value to the Fire Department because it affords the means for rapidly concentrating a multitude of large and powerful streams within the high value area of Baltimore with minimal fire fighting personnel and without placing complete reliance on a single source of water supply.



The entire High Pressure Distribution System was inspected and tested by the Repair Shop personnel during 1956, and the findings were very satisfactory. Minor leaks were corrected as noted and the only major maintenance required was the replacement of approximately 1,300 bolts in the bonnets of the 10″ valves.

High Pressure Head In Service

HIGH PRESSURE PUMPING STATIONS OPERATIONS

	1956	1955
Pumps in Service	50 Hrs. 44 Min.	46 Hrs. 33 Min.
Discharge of Water	1,208,500 Gals.	1,058,774 Gals.
Alarms of Fire—		
1st Alarms	120	137
2nd Alarms	4	3
3rd Alarms	1	2
4th Alarms	0	1
5th Alarms	0	0
6th Alarms	4	2
Total	129	145

Repairs and Maintenance

The Fire Department Repair Shop, a one story structure on Key Highway near Webster Street, has been in operation at that location since 1925. Under the direct supervision of a Deputy Chief and his Battalion Chief assistant, the personnel assigned the Repair Shop are responsible for maintaining and repairing all Fire Department vehicles, fire boats and the facilities of the High Pressure System.

Rigging operations, towing disabled apparatus, and pumping out flooded cellars are also duties performed by the emergency crews.

Whenever possible, minor repairs and adjustments are made to the vehicles in the various engine houses by repair shop mechanics, in order to keep the loss of the vehicles service to a minimum.

The Deputy Chief and the Battalion Chief of the Repair Shop, plus an emergency repair crew, are available around the clock for response to all multiple alarms of fire to render whatever mechanical assistance may be required to keep fire fighting equipment in operation.

REPAIR SHOP ACTIVITIES - 1956

	1956	*1955*
Major Repairs	147	138
Minor Repairs	993	275

General Overhauling—

Overhauled boilers, engines and hulls on all fireboats in service.

Overhauled motors, pumps, clutches, transmissions, differentials and brakes on the apparatus of 22 engine companies and 9 reserve engines.

Overhauled motors, hoists, brakes, clutches, transmissions and differentials on the apparatus of 13 truck companies and 3 reserve trucks.

Overhauled 34 High Pressure Heads, tested high pressure fire lines, and renewed 1300 bolts on all 10" valves and repaired necessary leaks.

Overhauled electric starters, generators, distributors, sirens, switches, horns, windshield wipers, batteries, homelite generators and blinker signals.

General Construction Work—

Installed new pipe line on foam system of the fireboat Thomas D'Alesandro, Jr. and making new holder for under dock pipes.

Constructed various benches, lockers, ladder pipes, racks, battery boxes, and appliances.

Installed safety belts on apparatus.

Recovered air conditioning pipes, covered cellar windows at headquarters.

Canvas Shop—

Made canvas covers for apparatus, high pressure heads, hose covers, seats, gas mask boxes, searchlight manifolds, gasoline pumps, boat awnings, shower curtains and life preservers.

Machine Shop—

Machining varied size suction tube couplings, clapper valves, and pipe holders.

Constructed new rudder shaft for fireboat Cascade.

Replaced couplings on 3" hose, 1½" hose, and 4½" suction tubes.

Forging 800 freeze brackets and making and dressing tools for Fire Alarm Department.

Paint Shop—

Repainted, striped, and lettered Engine 24, Trucks 18 and 30, Battalion Chief 24 car.

Relettered various first and second line apparatus and painted various posters and signs.

Front View

REPAIR SHOP

Rear View

Apparatus

ENGINES

Company	*Type*	*Pump Capacity*	*In Service*
Engine 1	Mack	Rescue Squad	October 25, 1950
Engine 2	Seagrave	750 GPM	May 29, 1946
Engine 3	Ward LaFrance	750 GPM	November 19, 1947
Engine 4	Ward LaFrance	750 GPM	February 26, 1954
Engine 5	American LaFrance	750 GPM	May 14, 1941
Engine 6	Pirsch	1000 GPM	December 6, 1954
Engine 7	American LaFrance	1250 GPM	April 12, 1944
Engine 8	Pirsch	1000 GPM	December 10, 1954
Engine 9	Mack	750 GPM	July 3, 1942
Engine 10	Seagrave	750 GPM	May 29, 1946
Engine 11	American LaFrance	750 GPM	May 14, 1941
Engine 12	Seagrave	750 GPM	May 26, 1946
Engine 13	Seagrave	750GPM	July 8, 1946
Engine 14	Seagrave	750 GPM	June 18, 1946
Engine 15	Mack	750 GPM	September 30, 1948
Engine 16	Fire Boat (Cataract)	7000 GPM	February 17, 1914
Engine 17	Seagrave	750 GPM	July 9, 1946
Engine 18	Seagrave	750 GPM	June 18, 1946
Engine 19	Mack	750 GPM	December 13, 1944
Engine 20	Ward LaFrance	750 GPM	November 20, 1951
Engine 21	Mack	750 GPM	November 25, 1944
Engine 22	Ward LaFrance	750 GPM	March 25, 1947
Engine 23	Mack	750 GPM	February 7, 1949
Engine 24	Mack	750 GPM	December 13, 1944
Engine 25	Ward LaFrance	750 GPM	June 10, 1947
Engine 26	Mack	750 GPM	January 2, 1945
Engine 27	Ward LaFrance	750 GPM	May 22, 1947
Engine 28	Pirsch	1000 GPM	December 8, 1954
Engine 29	Ward LaFrance	750 GPM	December 1, 1953
Engine 30	Ward LaFrance	750 GPM	December 16, 1947
Engine 31	Seagrave	750 GPM	November 13, 1943
Engine 32	American LaFrance	1250 GPM	June 28, 1945
Engine 33	American LaFrance	750 GPM	January 11, 1940
Engine 34	American LaFrance	1250 GPM	March 14, 1944
Engine 35	Seagrave	750 GPM	April 11, 1946
Engine 36	American LaFrance	750 GPM	January 10, 1940
Engine 37	Mack	750 GPM	December 13, 1943
Engine 38	Ward LaFrance	1000 GPM	December 19, 1955
Engine 39	Fire Boat (Deluge)	9000 GPM	March 4, 1911
Engine 40	Ward LaFrance	750 GPM	November 26, 1947
Engine 41	Ward LaFrance	750 GPM	December 30, 1947
Engine 42	Pirsch	1000 GPM	June 2, 1955
Engine 43	Mack	750 GPM	May 28, 1942
Engine 44	Mack	750 GPM	November 12, 1939
Engine 45	Ward LaFrance	750 GPM	November 15, 1951
Engine 46	Ward LaFrance	750 GPM	September 21, 1950
Engine 47	Mack	750 GPM	November 2, 1939
Engine 48	Fire Boat (Cascade)	2800 GPM	June 27, 1921
Engine 49	Fire Boat (D'Alesandro)	12,500 GPM	September 16, 1956
Engine 50	Ward LaFrance	750 GPM	January 21, 1948
Engine 51	Mack	750 GPM	March 23, 1938
Engine 52	Mack	750 GPM	May 24, 1948
Engine 53	Seagrave	750 GPM	June 4, 1946
Engine 54	Pirsch	1000 GPM	June 1, 1955
Engine 55	Mack	750 GPM	May 19, 1948
Engine 56	Mack	750 GPM	January 3, 1945
Engine 57	Mack	750 GPM	May 17, 1948
Engine 58	Mack	750 GPM	May 3, 1948

TRUCKS

Company	*Type*	*Size of Aerial Ladder*	*In Service*
Truck 1	American LaFrance	100′—Metal	November 2, 1943
Truck 2	American LaFrance	100′—Metal	April 17, 1944
Truck 3	Pirsch	100′—Metal	December 1, 1955
Truck 4	American LaFrance	100′—Metal	June 23, 1955
Truck 5	Mack	85′—Wood	October 4, 1950
Truck 6	American LaFrance	100′—Metal	Nov. 24, 1954
Truck 7	Mack	85′—Wood	November 21, 1949
Truck 8	Seagrave	85′—Wood	May 4, 1943
Truck 9	Seagrave	65′—Metal	December 9, 1942
Truck 10	Seagrave	85′—Wood	May 22, 1941
Truck 11	Mack	85′—Wood	November 10, 1943
Truck 12	Mack	85′—Wood	April 7, 1944
Truck 13	Seagrave	85′—Wood	March 19, 1941
Truck 14	Mack	65′—Metal	February 21, 1952
Truck 15	Mack	85′—Wood	November 9, 1943
Truck 16	American LaFrance	100′—Metal	December 1, 1954
Truck 17	Mack	85′—Wood	May 15, 1944
Truck 18	Seagrave	85′—Wood	November 17, 1941
Truck 19	American LaFrance	65′—Metal	April 26, 1945
Truck 20	Mack	85′—Wood	June 20, 1941
Truck 21	American LaFrance	65′—Metal	August 10, 1945
Truck 22	Mack	65′—Metal	December 12, 1950
Truck 23	Mack	85′—Wood	September 3, 1942
Truck 24	American LaFrance	65′—Metal	February 25, 1942
Truck 25	Seagrave	65′—Metal	January 20, 1943
Truck 26	American LaFrance	65′—Metal	February 24, 1942
Truck 27	Pirsch	65′—Metal	March 20, 1952
Truck 28	Seagrave	85′—Wood	January 7, 1941
Truck 29	Pirsch	85′—Metal	February 26, 1954
Truck 30	American LaFrance	85′—Wood	March 20, 1941

HOSE

Company	*Type*	*Pump Capacity*	*In Service*
Hose 1	Mack	Hose Wagon	January 6, 1947
Hose 2	Mack	Hose Wagon	January 23, 1947
Hose 3	Mack	750 GPM	June 15, 1951
Hose 5	Mack	Hose Wagon	October 1, 1924

WATER TOWER

Company	*Type*	*Extended Height of Mast*	*In Service*
Water Tower 1	Mack Tractor	58′3″	December 23, 1933
Water Tower 2	Mack Tractor	46′	December 6, 1933

FLOOD LIGHT, FUEL AND SUPPLY WAGONS

Unit	*Location*	*Type and Date*
Flood Light 1	Engine 1	Mack—1948
Flood Light 2	Truck 1	Mack—1948
Tank Wagon 1	Repair Shop	Mack—1948 motor
Supply Wagon 1	Truck 5	Chevrolet—1952—½ ton
Supply Wagon 2	Truck 5	Chevrolet—1952—½ ton
Supply Wagon 5	Engine 15	Chevrolet—1952—1½ ton

MUNICIPAL AMBULANCES

Unit	*Location*	*Type and Date*
Captain—Ambulance Division	Engine 22	Chevrolet—1947
Department Ambulance	Truck 1	Buick—1952
Ambulance 1	Engine 23	Cadillac—1953
Ambulance 2	Engine 11	Cadillac—1954
Ambulance 3	Engine 19	Cadillac—1956
Ambulance 4	Engine 13	Cadillac—1956
Ambulance 5	Engine 26	Cadillac—1954
Ambulance 6	Truck 14	Buick—1951
Ambulance 7	Truck 1	Buick—1947
Ambulance 8	Engine 20	Cadillac—1955
Ambulance 9	Engine 10	Buick—1948
Ambulance 10	Engine 50	Buick—1948
Ambulance 11	Engine 21	Cadillac—1956

OFFICER'S CARS

Unit	*Location*	*Type and Date*
Chief of Fire Department	Hose 1	Buick Sedan—1956
Deputy Chief 1	Engine 23	Ford Station Wagon—1956
Deputy Chief 2	Hose 1	Ford Station Wagon—1956
Deputy Chief 5	Engine 43	Buick Sedanette—1956
Deputy Chief 6	Engine 37	Buick Coupe—1950
Battalion Chief 1	Engine 11	Buick Sedan—1951
Battalion Chief 2	Engine 6	Ford Station Wagon—1956
Battalion Chief 3	Truck 11	Ford Station Wagon—1956
Battalion Chief 4	Engine 13	Buick Sedan—1951
Battalion Chief 5	Engine 15	Buick Sedan—1951
Battalion Chief 6	Engine 2	Chevrolet Town Sedan—1953
Battalion Chief 7	Engine 20	Chevrolet Town Sedan—1953
Battalion Chief 8	Engine 19	Chevrolet Town Sedan—1953
Battalion Chief 9	Engine 44	Chevrolet Town Sedan—1953
Battalion Chief 10	Engine 14	Chevrolet Town Sedan—1953
Battalion Chief 23	Engine 36	Buick Sedanette—1949
Battalion Chief 24	Engine 30	Buick Sedan—1951
Battalion Chief 25	Truck 24	Buick Sedan—1951
Battalion Chief 26	Engine 43	Buick Coupe—1950

FIRE ALARM TELEGRAPH

Unit	*Location*	*Type and Date*
Supt. of Fire Alarm	Engine 24	Chevrolet Sedan—1953
Chief Lineman	Engine 19	Chevrolet Coupe—1949
Fire Alarm 3	Engine 9	Chevrolet 1 ton—1954
Fire Alarm 4	Engine 25	Chevrolet ¾ ton—1954
Fire Alarm 5	Engine 33	Chevrolet ¾ ton—1954
Fire Alarm 6	Engine 9	Chevrolet 2 ton—1949
Fire Alarm 7 (Reserve)	Engine 27	Ford 1½ ton—1945
Fire Alarm 8	Engine 33	Chevrolet 1 ton—1953
Fire Alarm 9	Engine 9	Chevrolet 2 ton—1949
Fire Alarm 10	Engine 33	Chevrolet ¾ ton—1954
Fire Alarm 11	Engine 8	Chevrolet ¾ ton—1947
Fire Alarm 12	Engine 30	Chevrolet ½ ton—1953
Fire Alarm 13 (Reserve)	Engine 52	Ford ¾ ton—1945
Fire Alarm 14	Engine 30	Chevrolet ¾ ton—1947

REPAIR SHOP

Unit	*Type and Date*
Wrecking Truck 1	Mack 3½ ton—1920
Rescue Truck 1	Federal 3½ ton—1932
Dump Truck 1	Ford 1 ton—1945
Repair Shop 3	Ford ½ ton—1956
Repair Shop 4	Chevrolet 1½ ton—1954
Repair Shop 5	Chevrolet 1 ton—1954
Repair Shop 6	Chevrolet ¾ ton—1939
Repair Shop 7	Chevrolet 1 ton—1954
Repair Shop 8	Chevrolet ¾ ton—1940
Repair Shop 9	Ford ½ ton—1956

MISCELLANEOUS CARS

Unit	*Location*	*Type and Date*
Commissioner's Car D-1	Engine 18	Buick Sedan—1936
Commissioner's Car D-2	Engine 18	Cadillac Sedan—1946
Fire Prevention 1	Engine 51	Chevrolet Coupe—1949
Fire Prevention 2	Engine 19	Chevrolet Coupe—1949
Fire Prevention 3	Engine 12	Ford Coupe—1956
Fire Prevention 4	Engine 36	Chevrolet Coupe—1949
Fire Prevention 5	Engine 22	Ford Coupe—1955
Fire Prevention 6	Engine 9	Ford Coupe—1955
Fire Prevention 7	Engine 24	Ford Coupe—1955
Fire Prevention 8	Engine 19	Ford Coupe—1955
Fire Prevention 9 (Res.)	Engine 25	Chevrolet Coupe—1947
Fire Prevention 10 (Res.)	Engine 5	Chevrolet Coupe—1949
Fire Prevention 11 (Res.)	Truck 12	Chevrolet Coupe—1947
Fire Prevention 12	Engine 20	Ford Coupe—1956
Fire Prevention 13	Engine 56	Ford Coupe—1956
Fire Prevention 14	Engine 4	Ford Coupe—1956
Fire Prevention 15	Truck 5	Ford Coupe—1956
Fire Incendiary 1	Engine 40	Chevrolet Coupe—1949
Fire Incendiary 2	Engine 56	Chevrolet Coupe—1949
Fire Incendiary 3	Engine 53	Chevrolet Coupe—1949
Fire Incendiary 4	Engine 31	Chevrolet Coupe—1949

RESERVE ENGINES—SECOND LINE

Unit	*Location*	*Type and Date*	*Capacity of Pumps*
SLE— 1	Engine 1	American LaFrance—1941	Squad Wagon
SLE— 4	Engine 4	American LaFrance—1939	750 GPM
SLE— 6	Engine 6	Seagrave—1939	750 GPM
SLE— 7	Engine 7	Mack—1925	750 GPM
SLE— 8	Engine 8	Seagrave—1939	750 GPM
SLE— 9	Engine 9	Mack—1926	750 GPM
SLE—10	Engine 10	Mack—1939	750 GPM
SLE—11	Engine 11	Mack—1924	750 GPM
SLE—13	Engine 13	Ahrens-Fox—1923	750 GPM
SLE—14	Engine 14	Ahrens-Fox—1922	750 GPM
SLE—15	Engine 15	G.M.C. (Civil Defense)—1954	750 GPM
SLE—17	Engine 17	Mack—1924	750 GPM
SLE—19	Engine 19	Mack—1927	750 GPM
SLE—21	Engine 21	Ahrens-Fox	750 GPM
SLE—23	Engine 23	G.M.C. (Civil Defense)—1954	750 GPM
SLE—25	Engine 25	Ahrens-Fox—1923	750 GPM
SLE—26	Engine 26	Ahrens-Fox—1923	750 GPM
SLE—27	Engine 27	Ahrens-Fox—1919	900 GPM
SLE—28	Engine 28	American LaFrance—1939	750 GPM
SLE—29	Engine 29	American LaFrance—1938	750 GPM
SLE—33	Engine 33	American LaFrance—1938	750 GPM
SLE—37	Engine 37	Seagrave—1938	750 GPM
SLE—38	Engine 38	Mack—1926	750 GPM
SLE—41	Engine 41	Mack—1922	750 GPM
SLE—45	Engine 45	Mack—1926	750 GPM
SLE—47	Engine 47	Ahrens-Fox—1922	750 GPM
SLE—54	Engine 54	Mack—1938	750 GPM
SLE—55	Engine 55	Ahrens-Fox—1922	750 GPM

RESERVE TRUCKS—SECOND LINE

Unit	*Location*	*Type and Date*	*Description*
SLT— 4	Truck 4	Seagrave—1941	Aerial—85′
SLT— 5	Engine 3	Mack—1922	Aerial—85′
SLT— 6	Engine 33	Mack—1938	Quad
SLT— 9	Engine 45	Mack—1938	Quad
SLT—10	Engine 36	Mack—1923	Aerial—85′
SLT—17	Truck 17	American LaFrance—1941	Aerial—85′
SLT—18	Truck 18	Mack—1941	Quad
SLT—22	Truck 22	Mack—1935	Quad

RESERVE CHEMICAL—SECOND LINE

Unit	*Location*	*Type and Date*	*Description*
SLC—1	Engine 41	Mack	Chemical Wagon

MISCELLANEOUS RESERVES

Unit	*Location*	*Type and Date*
Ambulance 12	Truck 16	Buick—1947
Ambulance 13	Engine 25	Buick—1947
Ambulance 14	Engine 28	Buick—1947
Ambulance 17	Engine 12	Buick—1947
Reserve Officer 1	Truck 11	Buick Coach—1942
Reserve Officer 2	Engine 23	Buick Sedanette—1942
Reserve Officer 3	Engine 3	Buick Coach—1942
Reserve Officer 4	Engine 34	Buick Coach—1942
Reserve Officer 5	Engine 19	Buick Coach—1942
Reserve Officer 6	Engine 17	Buick Sedan—1950
Reserve Officer 7	Engine 45	Buick Coupe—1938
Reserve Officer 8	Engine 6	Buick Coupe—1937
Reserve Officer 9	Engine 14	Buick Sedan—1950
Reserve Officer 10	Engine 13	Buick Coupe—1937
S. L. Hose 4	Engine 12	Mack Hose Wagon—1921
Reserve Tractor (SLT-4)	Engine 17	Mack Tractor—1922
Reserve Tractor (RT-7)	Engine 58	Mack Tractor—1920
Tank Wagon 2 (Reserve)	Repair Shop	Mack—1923
Auxiliary Fire Brigade	Engine 31	Willys—1944
Steamer RE-3	Engine 25	Christie Steamer
Steamer RE-20	Engine 3	American LaFrance Steamer
Steamer (E-14)	Engine 33	Horse Drawn
2—Hand Drawn Hose Reels	Engine 33	
2—Hand Drawn Pumpers	Engine 33	

Fire Alarm Communications

Efficiently communicating alarms of fire to fire-fighting units, and promptly dispatching ambulances on their errands of mercy, requires great organizational teamwork.

In 1956, the Fire Alarm Section, located in Fire Department Headquarters received more than 40,000 emergency calls, for which either fire fighting units or ambulances were dispatched.

The Superintendent of Fire Alarm is responsible for supervising and conducting all the various activities that comprise the Communications Division of the Fire Department. This vital service is sub-divided into two sections—(1) Fire Alarm Service, and (2) Maintenance Sections.

1955	*Emergency Calls*	*1956*
2,633	Box Alarms	2,657
979	False Box Alarms	1,091
9,882	Silent Alarms	10,105
198	False Silent Alarms	330
150	Special Alarms	142
30,252	Ambulance Calls	30,349
44,094	TOTAL	44,674

TOTAL FIRE ALARM BOXES IN SERVICE—1,990

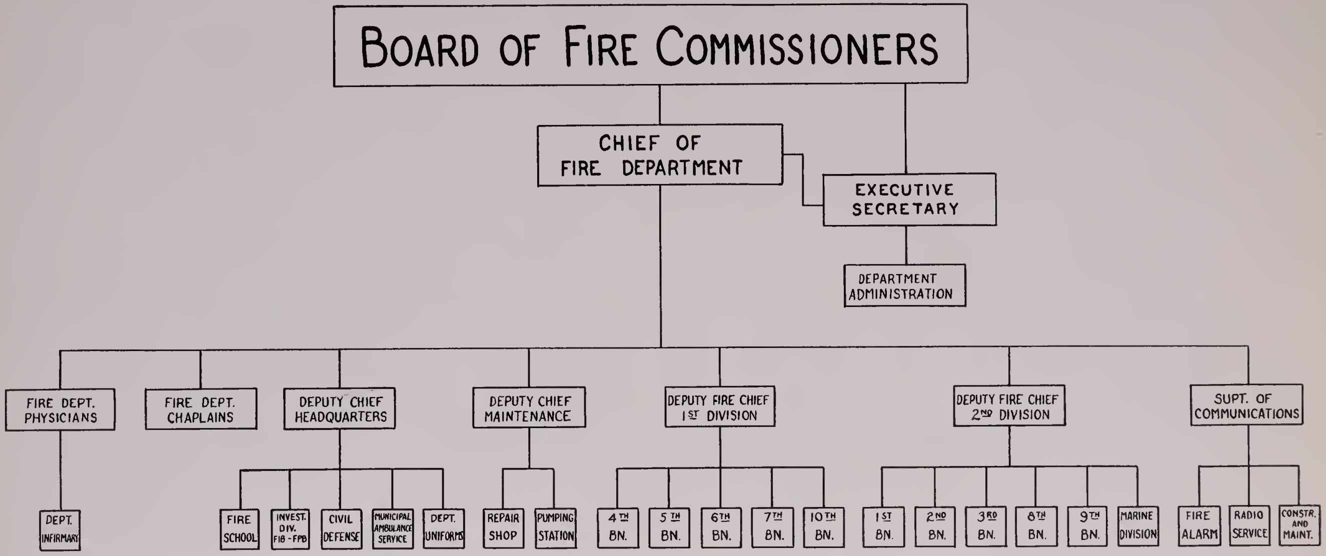
The two-way radio, which is standard equipment on all mobile units performing emergency service, proved to be a valuable asset to the communications efficiency of the Department. The Fire Department radio service operates on a frequency of 154.31 megacycles, and uses the call letters KGC-220.

Transmitting and receiving equipment is located atop the Mathieson Building, and in quarters of Engine Company No. 52 and Engine Company No. 4. An auxiliary receiver is also located in the quarters of Engine Company No. 42. All radio operations are remotely controlled from a console, located in the Fire Alarm Office.

The Radio Service Shop, located within the quarters of Engine Company No. 30, installs, maintains, and repairs the radio equipment on all apparatus, and at Headquarters, as well as other type communication equipment throughout the Department.

Fire Alarm boxes were installed at 26 new locations and discontinued at 4 locations by our line crews during the past year. Repairs were made to 57 fire alarm boxes, damaged by automobiles, at a cost of $5,299.54. Repairs to wires and cables were made by the Fire Alarm Linemen and over 22,000 feet of underground cable and approximately 70,000 feet of wire were installed.

In addition to making many major electrical installations at various company quarters, headquarters, repair shop, infirmary, etc., the linemen installed traffic control signals and poles in front of various engine houses where traffic was the heaviest.



BALTIMORE CITY FIRE DEPARTMENT
ORGANIZATIONAL CHART

Commendations - 1956

Meritorious Conduct

Fire Fighter William Nesbit, Jr.	Truck 5
Fire Fighter Arthur E. Krieder	Truck 5
Fire Fighter Theodore G. Kremer	Engine 8
Fire Fighter John W. Martin	Truck 10
Fire Fighter Joseph J. Tomaschko	Truck 5
Fire Fighter Daniel A. Carroll	Truck 5
Fire Fighter Bert V. Bedford	Truck 5
Fire Fighter Charles W. Davis	Truck 5
Captain Edward J. Callahan	Engine 27
Captain Charles E. Loughlin	Engine 38
Lieutenant John C. Richter	Truck 2
Fire Fighter Walter J. Robertson	Ambulance 8
Fire Fighter Mark H. Rohm	Truck 18

Exemplary Performance

Lieutenant Edward N. Moritz	Engine 47
Fire Fighter Joseph W. Spurrier	Engine 58
Fire Fighter Edward G. Gallion	Engine 37
Fire Fighter George J. Ryer	Engine 58
Fire Fighter James H. Feehley	Engine 50
Fire Fighter George F. Lipa	Engine 34
Fire Fighter William N. Kalbskopf	Truck 2
Fire Fighter John H. Williams	Truck 2
Fire Fighter Vernon V. Campbell	Engine 27
Fire Fighter James A. Evans, Jr.	Engine 24
Battalion Chief John W. Penn, Jr.	Third Battalion
Lieutenant Stanley C. Bochenek	Truck 11
Fire Fighter Joseph P. McComas	Truck 11
Fire Fighter John P. Rommal	Truck 11
Fire Fighter Daniel F. O'Malley	Truck 11
Fire Fighter John C. Kehs	Truck 11
Fire Fighter Charles S. McComas	Truck 11
Captain Francis E. Eckhardt	Hose 3
Fire Fighter John H. Miller	Hose 3
Fire Fighter Edward L. George, Jr.	Hose 3
Lieutenant William J. McDonald	Engine 9
Fire Fighter Donald H. Williams	Engine 9
Fire Fighter Carl L. Williams	Engine 9
Captain Elmer W. Katzenberger	Fire Incendiary Bureau
Captain Paul C. Hood	Fire Incendiary Bureau
Lieutenant Francis C. Ticha	Engine 9
Lieutenant Martin L. Novak	Truck 20
Fire Fighter Edward J. Gluth	Truck 20
Fire Fighter Bernard Jaworski	Truck 20
Fire Fighter Joseph A. Stewart	Truck 20
Fire Fighter Frank N. Otto	Truck 3
Fire Fighter Alfred M. Bisasky	Truck 3
Fire Fighter Earl Henson	Truck 3
Captain Henry F. Griffith	Truck 18
Captain Howard H. Musch	Engine 9
Fire Fighter Carl L. Williams	Engine 9
Fire Fighter Herman Sipple	Engine 6
Fire Fighter James Thomas	Engine 6
Fire Fighter Theodore Zapalowicz	Truck 17
Captain Paul C. Hood	Fire Incendiary Bureau
Lieutenant Carl H. McCommons	Fire Prevention Bureau
Lieutenant Leonard N. Wiles	Truck 7
Fire Fighter Dominic F. Mueller	Truck 7
Lieutenant John N. Lynch	Truck 3
Fire Fighter Robert D. Buckmaster	Truck 3
Fire Fighter Bernard E. Ibex	Truck 3
Fire Fighter Milton S. Yurski	Truck 3
Fire Fighter George W. Chelton	Truck 16

Promotions - 1956

DEPUTY CHIEF

John J. Killen
Roland F. Wett

BATTALION CHIEF

Elmer W. Moreau
James H. Barnes
Thomas F. Potter
Joseph P. A. Piechocki
George E. Moeller
Joseph J. L. Paulus
Walter C. Bautro
Edward J. Schneider
Emory J. Kempf
Oscar C. Jensen
Leonard J. Kubski
Christian F. J. Reynolds

CAPTAIN

W. Russell King
Tod T. Hancock
Robert S. Meushaw
Henry F. Griffith
Francis E. Eckhardt
William H. Furlong
Kayton G. Moses
Francis C. Ticha
Thomas J. Burke
S. Eugene Smith
John P. Weinknecht
George C. Heise
John J. Zimmerer
Hugo J. Warns
Leo F. Curran, Jr.
John K. VanHorn
George E. Endler
Albert F. Suresch

LIEUTENANT

Louis F. Cox
Lloyd C. Allen
Bert V. Bedford, Jr.
David G. Baynes
William H. Martin
Clarence O. Ward
John H. Ferber
Paul F. Fox
George E. Webb
Henry W. Smith
John A. Daily
Robert L. Mixter
Clifford W. Inge
William J. Benson, Jr.
Harold W. Letts, Jr.
Vincent L. Ciambruschini
George L. Bailey
Elmer R. Biddinger
William P. Wentworth
Charles F. Gress
Herbert L. Wilhelm
James H. Smith
Walter E. Stephens
James E. Kerr
James D. Trenchard
Paul W. Manager
Earl M. Russell
James A. Evans, Jr.
Roland M. Barthelmes
Martin W. Devlin
Robert L. Harris
Donald G. Schisler
Charles J. Schultz
Joseph A. McLaughlin
John N. Wohler
Anthony V. Herr
Alfred M. Bisasky
Charles R. Dorsey

CHIEF FIRE ALARM OPERATOR

Norval W. Thomas

FIRE ALARM OPERATOR

John O'D. Schaefer
Theodore M. Kammar
Robert M. Schmitt

ASSISTANT MARINE ENGINEER

Jack W. Franklin

ASSISTANT FIRE ENGINEMAN

William M. Hurley
Marvin V. Ratcliff
John W. Grill
Thomas G. Ford
Charles P. McConville
Edgar W. Scheydt, Jr.
James E. Carter
Otto H. Siemon, Jr.

Members Pensioned Year of 1956

Captain Frank Vesley	Engine 19
Fire Fighter Francis X. Sinnott	Truck 14
Fire Fighter William F. Schneider	Fire Incendiary Bureau
Chief Fire Alarm Operator George E. Megee	Fire Alarm Department
Captain John Kupidlowski	Truck 1
Lieutenant Joseph F. Siwak	Engine 56
Lieutenant Joseph A. Mannion	Hose 1
Fire Fighter John H. Jacobs	Engine 32
Fire Fighter John E. Ellwood	Engine 43
Fire Fighter Charles H. Miller	Engine 51
Fire Fighter Raymond J. Parr	Truck 7
Fire Fighter Jesse L. Lewis	Truck 11
Lieutenant Thomas C. Oliver	Engine 49
Battalion Chief Harry A. Dolle	Sixth Battalion
Fire Fighter William P. Spellman	Truck 7
Fire Fighter Atlee K. Latham	Engine 13
Captain Joseph P. Mannion	Engine 14
Deputy Chief Clarence W. Smith	1st Division
Battalion Chief James A. Schaefer	10th Battalion
Battalion Chief Irwin A. Walters	3rd Battalion
Fire Fighter Charles H. Dietz	Engine 13
Fire Fighter Charles F. Schoeffner	Engine 8
Fire Fighter Phillip P. Jaworski	Engine 32
Fire Fighter Milton M. Lustig	Engine 40
Fire Fighter George J. McGee	Truck 13
Lineman Helper Joseph H. Bredekamp	Fire Alarm Department
Fire Fighter Robert S. Schmelz	Engine 31
Fire Fighter Bertram S. Morris	Engine 23
Fire Fighter Thomas J. Bowling, Jr.	Chemical 4
Captain George Goeb	Hose 5
Fire Fighter Michael J. Sullivan	Truck 3
Fire Fighter Albert A. Urlahs	Truck 3
Lieutenant Frank W. Johns	Truck 14
Lieutenant Edward G. Berigtold	Engine 41
Asst. Engineman Edward E. Kroupa	Engine 24
Motor Marine Engineer Raymond E. Ecker	Engine 49
Fire Fighter William C. Martin	Truck 8
Asst. Engineman John F. Paul, Jr.	Engine 7
Fire Fighter Paul E. Raubach	Engine 16
Lieutenant Robert G. Santmyer	Truck 24
Fire Fighter Harry H. Otto	Truck 26
Fire Fighter Bernard M. Adams	Engine 50
Fire Fighter William F. Kastner	Engine 42
Fire Fighter William J. Landefeld	Hose 1
Asst. Engineman Harold W. Letts	Engine 5
Lieutenant Samuel O. Crawford	Infirmary
Battalion Chief James F. Courtney	2nd Battalion
Captain Frank J. Lamm	Fire Prevention Bureau
Asst. Engineman Harry J. Sprole	Engine 50
Fire Fighter Herman J. Ehrlich	Engine 52
Fire Fighter Arthur W. Dehne	Truck 26
Fire Fighter George W. McCandless	Chemical 3
Assistant Superintendent William Fahey	High Pressure Pumping Station
Fire Fighter Daniel P. Thornton	Truck 19
Engineman Charles E. Smith	Engine 19
Fire Fighter Howard W. James	Chemical 1
Fire Fighter Julius M. Trapp	Engine 47
Engineman John B. Steger	Engine 4
Fire Fighter Edward L. Smith	Chemical 2
Battalion Chief Edward J. McKewen	6th Battalion
Fire Fighter Otto K. Demmrich	Fire Incendiary Bureau

Last Alarm

Baltimore City Fire Department

MEMBERS KILLED IN LINE OF DUTY

Fire Fighter Joseph F. Taylor	Engine 24	January 11, 1956
Fire Fighter Charles H. Jerscheid	Engine 24	January 11, 1956

ACTIVE MEMBERS DECEASED - 1956

Fire Fighter Robert B. Kaiser	Truck 21	July 23, 1956
Automotive Mechanic Robert L. Gray	Repair Shop	September 4, 1956
Fire Fighter Charles H. Rieth, Jr.	Hose 1	October 14, 1956

PENSIONED MEMBERS DECEASED - 1956

Fire Fighter Henry H. Williams	Hose 5	January 1, 1956
Fire Fighter Howard A. Wallace	Truck 5	January 10, 1956
Fire Fighter Edward H. Mullahey	Hose 5	January 13, 1956
Fire Fighter Charles R. Donnelly, Sr.	Engine 36	January 17, 1956
Fire Fighter Charles E. Gordon	Hose 5	January 26, 1956
Battalion Chief Louis Buhler	Ninth Battalion	January 31, 1956
Asst. Engineman Andrew A. Brady	Engine 17	February 4, 1956
Fire Fighter John E. Ringrose	Engine 28	February 13, 1956
Fire Fighter James C. Cooke	Engine 12	March 17, 1956
Lieutenant Charles A. Gentry	Engine 44	March 31, 1956
Fire Fighter Wilbur R. Blaney	Hose 4	April 20, 1956
Fire Fighter Charles G. Walterhofer	Engine 20	April 22, 1956
Fireman-Water Tender Frank Resch	Engine 48	April 30, 1956
Fire Fighter George B. Harle	Engine 53	May 14, 1956
Fire Fighter George Metzler	Engine 37	May 20, 1956
Engineman Walter M. Conway	Engine 53	June 9, 1956
Fire Fighter Michael J. Grant	Hose 4	June 27, 1956
Captain John J. Roberts	Engine 36	June 29, 1956
Fire Fighter John J. Cronin	Hose 1	July 2, 1956
Fire Fighter Raymond J. Parr	Truck 7	August 14, 1956
Captain Frank J. Lavender	Engine 8	August 27, 1956
Executive Secretary P. W. Wilkinson	Headquarters	September 7, 1956
Lieutenant Harry A. Donahoo	Truck 3	September 11, 1956
Captain Louis R. Sweitzer	Engine 42	October 4, 1956
Fire Fighter Walter L. Christopher	Truck 12	October 9, 1956
Battalion Chief Victor Probst	Third Battalion	October 25, 1956
Dr. Oliver S. Lloyd	Dept. Physician	October 27, 1956
Asst. Engineman Harry R. Care	Engine 31	November 6, 1956
Captain John E. Crandall	Engine 7	November 10, 1956
Fire Fighter Ernest M. Adams	Chemical 4	November 26, 1956
Engineman John P. Milke	Engine 57	December 20, 1956

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Annual Report

BALTIMORE CITY FIRE DEPARTMENT
1957

THOMAS D'ALESANDRO, Jr.

MAYOR

CITY OF BALTIMORE

BOARD OF FIRE COMMISSIONERS

WILLIAM F. HILGENBERG
PRESIDENT

FRANK J. BAUER
COMMISSIONER

JOHN E. WEYER
COMMISSIONER

JOHN T. O'MAILEY
EXECUTIVE SECRETARY

BOARD OF FIRE COMMISSIONERS
WILLIAM F. HILGENBERG, *President*
FRANK J. BAUER, *Commissioner* JOHN E. WEYER, *Commissioner*
JOHN T. O'MAILEY, *Executive Secretary* MICHAEL H. LOTZ, *Chief of Fire Dept.*

BALTIMORE CITY FIRE DEPARTMENT

GAY AND LEXINGTON STREETS *BALTIMORE 2, MARYLAND*

December 31, 1957

To the Honorable
The Mayor and City Council of Baltimore

Subject: Baltimore City Fire Department - Annual Report - 1957

Gentlemen:

It is the privilege and pleasure of the Board of Fire Commissioners to submit to you this Annual Report of activities and accomplishments of the Baltimore City Fire Department for the year 1957.

The highlights of accomplishments were:

1 - The substantial fire loss reduction	(See page 21)
2 - Dedication and Operation of new Fire School	(See page 14)
3 - Commendation of seventy-five members	(See page 28)
4 - New equipment acquired:	
(a) Two Cadillac Ambulances	(See page 13)
(b) One Peter Pirsch 100-Foot Aerial Ladder Truck	
(c) One Peter Pirsch 1,000 G.P.M. Pumper	
(d) Five Chevrolet Business Coupes for Fire Prevention Bureau	
(e) One Chevrolet Business Coupe for Fire Alarm Division	
(f) One Chevrolet Panel Truck for Maintenance Crew	
(g) One Cadillac Sedan for Departmental use	

The Board also wishes to express its gratitude to the City Officials who have been helpful in the department's growth and progress, to the various City Departments for their cooperation and assistance as well as to the press, radio, television, civic and other organizations, and to the private citizens for their public-spirited interest in matters pertaining to Fire Prevention and to the Fire Service generally; particular appreciation is extended to the Box 414 Association for the devoted service they have rendered for many years which has given great comfort to the members of the fire fighting forces; also to the departmental personnel for their loyalty and coordinated efforts resulting in a job well done.

Respectfully submitted,

BOARD OF FIRE COMMISSIONERS

/s/ WILLIAM F. HILGENBERG, President

/s/ FRANK J. BAUER, Commissioner

/s/ JOHN E. WEYER, Commissioner

MICHAEL H. LOTZ
CHIEF OF FIRE DEPARTMENT

CHARLES H. KNAPP
DEPUTY CHIEF 1

CHARLES H. THIESS
DEPUTY CHIEF 2

PAUL W. REYNOLDS
DEPUTY CHIEF 3

JOHN J. KILLEN
DEPUTY CHIEF 4

ROLAND F. WETT
DEPUTY CHIEF 7

FRANK J. TRENNER
DEPUTY CHIEF 5
HEADQUARTERS

VERNON A. BOLTE
SUPERINTENDENT
FIRE ALARM

WILLIAM H. STAGGE
ASST. SUPT. OF
MAINTENANCE

BALTIMORE CITY FIRE DEPARTMENT

BOARD OF FIRE COMMISSIONERS

William F. Hilgenberg, *President*

Frank J. Bauer, *Commissioner*

John E. Weyer, *Commissioner*

John T. O'Mailey, *Executive Secretary*

CHIEF OF FIRE DEPARTMENT

Michael H. Lotz

DEPUTY CHIEFS

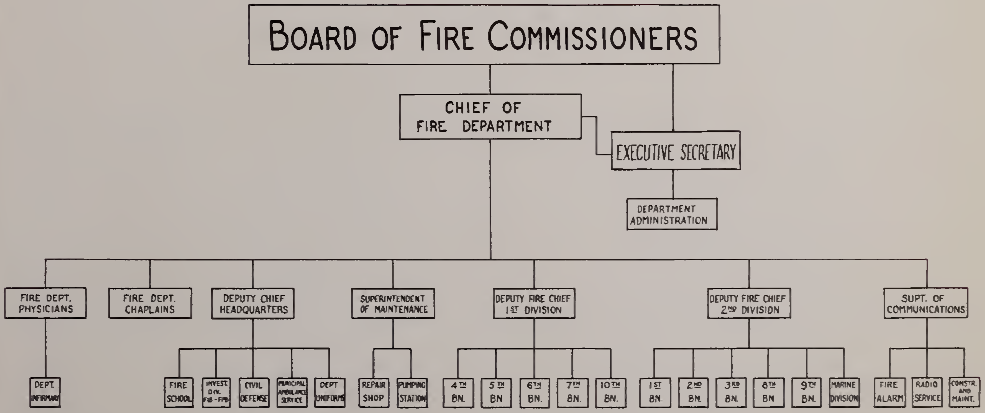
1–Charles H. Knapp
4–John J. Killen
2–Charles H. Thiess
7–Roland F. Wett
3–Paul W. Reynolds
5–Frank J. Trenner, *Headquarters*
Vernon A. Bolte, *Superintendent of Fire Alarm*

BATTALION CHIEFS

1–Carroll F. Hand
2–Otto F. Beverungen
3–Elmer W. Moreau
4–Anthony P. Sim
5–George H. Redmon
6–George E. Moeller
7–John P. Kimmitt
8–Michael M. Mackin
9–Vincent J. Simansky
10–John A. Koutnik
11–Henry G. Ey
12–Oscar C. Jensen
13–Walter C. Bautro
14–Edward J. Schneider
15–John E. Ege
16–Thomas F. Potter
17–Henry M. Smith
18–John G. Kollmann
19–James H. Barnes
20–Emory J. Kempf
30–Joseph L. Paulus
31–Joseph Schamberger
32–Christian F. Reynolds
33–Leonard J. Kubski
34–Joseph P. Piechocki
21–Walter A. Broll, *Marine Division*
22–William L. Brown, *Marine Division*
23–John E. Thomas, *Fire School*
24–Michael W. Horan, *Fire Prevention Bureau*
25–John S. Knoerlein, *Fire Incendiary Bureau*
26–William H. Stagge, *Ass't. Supt. of Maintenance*
27–William J. McCarthy, *Radio Service*
Francis H. Tipton, *Chief Lineman*
29–William H. Burton, *Supt. of Pumping Station*

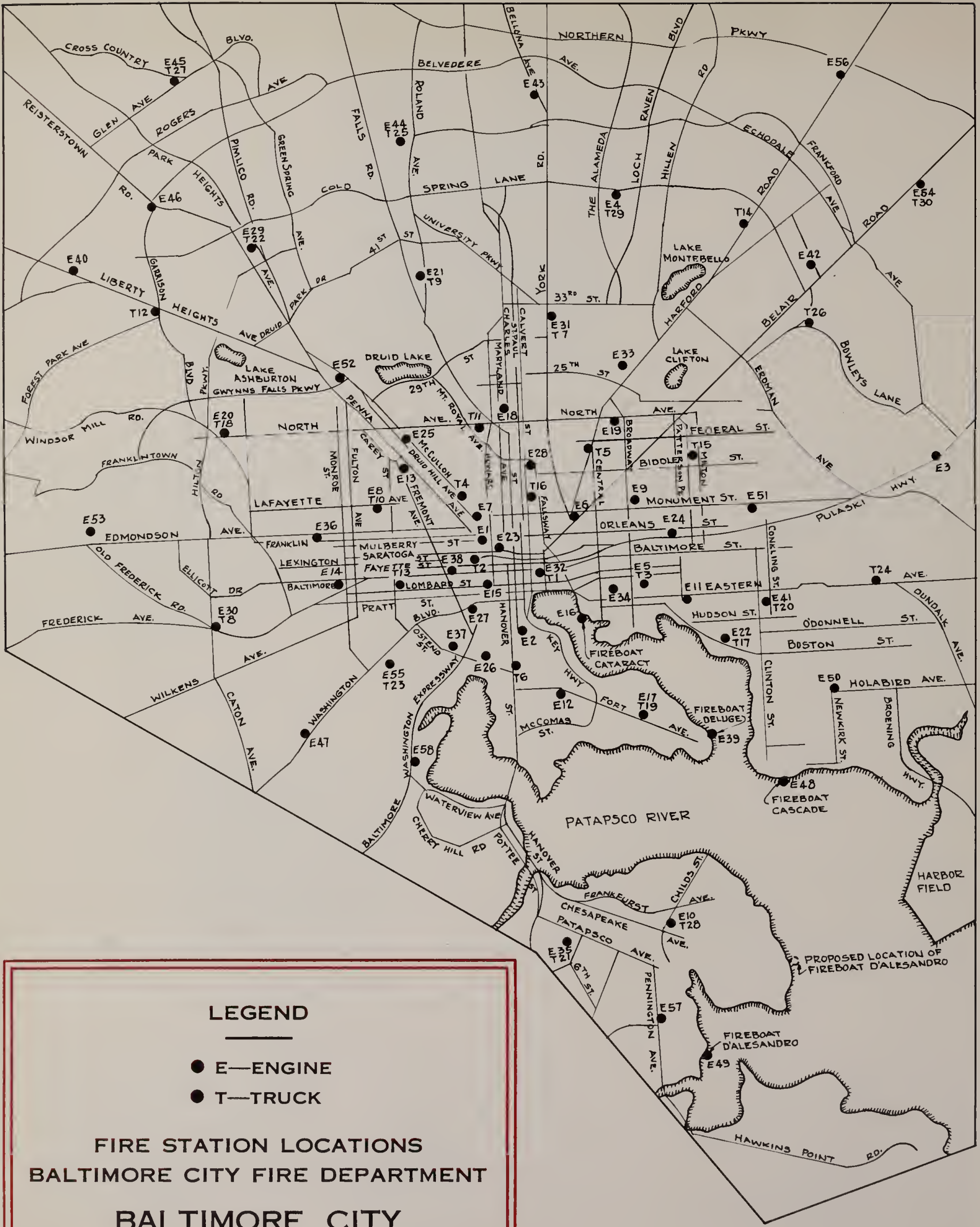
FIRE DEPARTMENT PHYSICIANS

Dr. Frank N. Ogden
Dr. Kirk Moore
Dr. Joseph R. Liberto (Alternate Physician)



BALTIMORE CITY FIRE DEPARTMENT

ORGANIZATIONAL CHART



LEGEND

● E—ENGINE

● T—TRUCK

FIRE STATION LOCATIONS
BALTIMORE CITY FIRE DEPARTMENT

BALTIMORE CITY

LOCATION OF COMPANY QUARTERS

ENGINE	TRUCK	HOSE	LOCATION	CHIEF	AMBULANCE	OTHERS
1			323 North Poca Street			Flood Light 1, RE-1
2			800 Light Street	BC-6		
3			Puloski Highwoy and Lakedale Avenue			RT-5, RO-3
4	29		Cold Spring Lone and Arlingtan Avenue			RE-4
5	3		251 Sauth Ann Street			
6			416 Narth Gay Street	BC-2		RE-6, RO-8
7			700 North Eutaw Street			RE-7
8	10		1505-07 West Lafayette Avenue			RE-8
9			1713 East Madisan Street			RE-9
10	28		Chesapeake Avenue and Childs Street		9	RE-10
11			2301-05 Eostern Avenue	BC-1	2	RE-11
12			401 East Fort Avenue			RH-4, RA, RO-11
13			Fremont and Myrtle Avenues	BC-4	4	RE-13, RO-10
14			1908-24 Hallins Street	BC-10		RE-14, RO-2
15		2	308-10 West Lambard Street	BC-5		RE-15
16 (FB)			Faat of President Street	BC-21		Fire Boot "Cataract"
17	19		1426 East Fart Avenue			RE-17, RO-6
18			115 West 21st Street			Chemical 4
19			1601 East North Avenue	BC-8	3	RE-19, RO-5
20	18		3130 West North Avenue	BC-7	8	RT-18
21	9		3726 Roland Avenue		11	RE-21
22	17		Linwaad Avenue and O'Donnell Street			RT-17
23			226 West Sarataga Street	DC-1	1	RE-23, RO-9
24			214½ North Pottersan Pork Avenue			
25			2140 McCulloh Street			RE-25, RA
26			140 W. West Street		5	RE-26
27			533-35 Washington Boulevard			RE-27
28			1302 Guilfard Avenue			RE-28, RA
29	22		4314 Park Heights Avenue			RE-29, RT-22
30	8		3220 Frederick Avenue		12	
31	7		3121-25 Greenmount Avenue			
32	1		14 South Gay Street		7, DA	
33			1751 Gorsuch Avenue			RT-6, (RE-33 ot Fire School)
34		5	316-18 South Coroline Street			RO-4
35	21		3701 Fifth Street, Broaklyn			
36			2229-41 Edmondsan Avenue			RT-10
37			1204 Ridgely Street			RE-37
38			756-58 West Boltimare Street			RE-38
39 (FB)			Fort McHenry			Fire Baot "Deluge"
40			5200 Liberty Heights Avenue			
41	20		520-22 Sauth Conkling Street			Chemical 1, RE-41, RC-1
42			3923 Sauthern Avenue			
43			418 Lyman Avenue			
44	25		2 Upland Raad, Roland Pork	BC-9		
45	27		Cross Country Boulevard and Glen Avenue			RE-45, RT-9, RO-7
46			5116 Reisterstawn Road			
47			2608 Washingtan Boulevord			RE-47
48 (FB)			Pier 3, Conton			Fire Boat "Cascode"
49 (FB)			Foot of Benhill Avenue, Curtis Boy			Fire Boot "D'Alesandro"
50			4700 Holabird Avenue		10	
51			646 Narth Highland Avenue			
52			3515 Woodbroak Avenue			
53			614 Swonn Avenue			
54	30		5821 Belair Raod			RE-54
55	23		1400 Carroll Street			RE-55
56			6514 Harford Road			
57			4427 Pennington Avenue			Chemical 2
58			2425½ Annapolis Road			
	2		104 Narth Paca Street			Woter Tower 1
	4		929-31 McCulloh Street			RT-4
	5		1500 Horford Avenue			
	6		1227 South Hanover Street			Chemicol 3
	11	3	401-03 West North Avenue	BC-3		RO-1
	12		3901 Liberty Heights Avenue			
	13		43 South Carey Street			
	14		4522 Harford Road		6	
	15		1221-23 Narth Montford Avenue			
	16		831 North Colvert Street			RA
	24		5714 Eastern Avenue			
	26		4300 Mannasota Avenue			
		1	10-12 Sauth Gay Street	DC-2		Flood Light 2

LEGEND —

BC—Battalion Chief
DC—Deputy Chief
RA—Reserve Ambulance
RE—Reserve Engine
RT—Reserve Truck
RC—Reserve Chemical
RO—Reserve Officers Car
DA—Department Ambulonce
FB—Fire Boot

FIRE OPERATIONS

During the past year, a total of 14,549 box and silent alarms were received by the Fire Department. Of these, 10,938 were for actual fires and 2,120 for other emergencies; the 1,491 other alarms or calls proved to be "False Alarms."

	1957	*1956*	*1955*
Fire Loss	$4,683,011.86	$7,274,820.47	$5,568,356.99

While the fire loss has been generally increasing throughout the nation, it is to be noted that the estimated loss by fire in Baltimore City was substantially reduced during 1957.

This gratifying achievement can be attributed to the simple fact that fewer big fires occurred during the year—which in turn is attributed largely to the accelerated emphasis placed on "fire prevention" and "fire fighting training" within the Fire Department.

MULTIPLE ALARMS:

	1957	*1956*	*1955*
2nd Alarms	27	33	32
3rd Alarms	5	11	13
4th Alarms	4	4	8
5th Alarms	4	1	3
6th Alarms	4	9	4
7th Alarms	0	0	0
8th Alarms	0	4	2
9th Alarms	0	0	1
10th Alarms	0	2	0
11th Alarms	0	0	0
12th Alarms	0	0	1
	44	64	64

Combined Land and Marine Fire Fighting Operations on Shell Oil Company Loading Pier in Fairfield, November 21, 1957

MULTIPLE ALARMS OF FIRE – 1957

DATE	NO. OF ALARMS	LOCATION	OCCUPANT
JANUARY			
2	5	35-37 Liberty Street	Mr. Michael Fisher
3	2	14 South Wolfe Street	St. Michael's Church
3	2	5411 York Road	Mr. Burton Rosen
7	2	1803-1805 Pennsylvania Avenue	Mr. Daniel Kurland
9	4	1731 Pennsylvania Avenue	Raymond's Men's Shop
15	5	5740 Belair Road	Gatch Memorial Church
15	3	3529 South Hanover Street	M. & W. Pants Co.
20	2	240 South Hilton Street	Charles R. Scrivener Co.
21	2	3334 Woodland Avenue	Mr. Herman J. Siaman
23	2	2903 Grindon Avenue	National Refrigerator Co.
FEBRUARY			
7	2	506 South Dallas Street	Panzer Packing Co.
7	2	1500 South Ponca Street	The Ruberroid Co.
23	2	930 North Calvert Street	Mr. Clinton Hornberger
26	2	Pier 9 Foot of Hull Street	B. & O. Railroad
MARCH			
No Multiple Alarm Fires In March			
APRIL			
7	2	3639 Falls Road	Mr. Grant Sprinkle
14	6	118 Jackson Place	Unoccupied
16	5	2118-2126 Madison Avenue	Holland Cleaners & Dyers
18	2	4325 York Road	Arundel Lumber Co.
MAY			
6	3	4010 Oakford Avenue	Mr. Louis Asbel
15	2	3231-3233 Belair Road	Mr. Paul Slider, Bakery Store
16	2	815 North Arlington Avenue	Mr. S. H. Smith, Furniture Warehouse
26	6	6635 Belair Road	Acme Super Market
30	3	2401 Harman Avenue	Public School No. 156
JUNE			
11	2	Fort Avenue and Lawrence Street	Buck Glass Company
14	2	216 North Charles Street	Princess Shop
17	2	1101 Key Highway	Bethlehem Steel Co.
20	3	748-750 East Lombard Street	Century Supply Co.
28	2	3320 Eastern Avenue	Mrs. Anna Adler
29	4	Pier No. 4—Pratt Street	Eastern Transportation Co.
JULY			
8	2	1705 Guilford Avenue	Mr. George Bennett
9	6	1100-1130 North Chester Street	Barton Cotton Co.
9	2	1300 Black Brunswick Street	Baltimore Union Stock Yards, Inc.
18	2	4605-07-09 York Road	Unoccupied Garages
22	6	408 North Eutaw Street	Stanley Furniture Co.
26	2	512-514 North Gay Street	Scherrs Food Market
26	2	21 West Lexington Street	Lampbell's Hat Co.
AUGUST			
3	2	1331 Mount Royal Avenue	Colonnade Hotel
SEPTEMBER			
27	2	629 North Eden Street	Unoccupied Motion Picture Theatre
OCTOBER			
20	2	2109 Huntington Avenue	Unoccupied Buildings
NOVEMBER			
7	4	8 West Saratoga Street	Airline Travel Services
16	2	5621-23-25 Harford Road	Hardware-Feed Store & Tavern
21	3	2400 Petrolia Avenue	Shell Oil Co.
DECEMBER			
15	4	113 West Baltimore Street	Oyster Bay Restaurant
26	5	11-13 North Howard Street	Home Sewing Machine & Appliance Co.
TOTAL	**44**		

FIRE DEPARTMENT SERVICE – 1957

COMPANY	ALARMS RESPONSE						SILENTS	SPECIALS	TRANSFERS	TOTAL NO. OF RUNS	TIME AWAY FROM QUARTERS	
	1	2	3	4	5	6					HOURS	MINUTES
Engine 1	67	36	1	—	—	—	140	—	—	244	194	56
Engine 2	167	6	2	1	—	2	124	10	—	312	244	26
Engine 3	138	2	—	—	—	—	154	—	1	294	216	17
Engine 4	116	3	—	—	—	—	238	1	15	372	322	7
Engine 5	207	4	—	1	1	2	180	—	3	395	202	53
Engine 6	365	9	1	2	2	1	232	1	—	612	331	00
Engine 7	319	7	—	3	—	1	325	—	—	655	408	56
Engine 8	418	2	1	—	2	—	289	2	2	712	332	40
Engine 9	434	4	1	4	2	1	222	1	—	668	337	11
Engine 10	112	—	—	—	—	—	87	1	—	200	206	07
Engine 11	146	4	—	1	2	—	73	2	—	228	124	13
Engine 12	109	—	1	2	1	1	172	—	1	287	161	10
Engine 13	522	1	5	1	—	—	239	1	—	768	303	44
Engine 14	324	2	1	2	2	—	354	2	—	687	398	56
Engine 15	225	5	3	1	—	3	105	2	—	342	216	17
Engine 16	50	—	—	—	—	—	13	2	4	69	43	44
Engine 17	45	—	1	1	—	—	78	1	6	132	104	01
Engine 18	314	2	1	3	1	1	289	7	—	611	287	57
Engine 19	444	3	1	1	1	—	351	2	—	803	360	31
Engine 20	163	2	2	—	—	—	278	1	5	451	235	00
Engine 21	89	2	—	—	1	—	201	3	11	304	198	38
Engine 22	164	—	—	—	—	1	97	3	5	269	195	58
Engine 23	258	3	3	3	2	2	104	—	—	375	229	05
Engine 24	260	1	—	1	—	1	204	4	—	467	229	59
Engine 25	384	2	1	2	—	—	344	3	1	733	444	53
Engine 26	291	4	—	4	2	—	81	—	—	382	218	56
Engine 27	187	6	3	1	—	2	87	3	—	289	180	46
Engine 28	346	4	2	3	4	1	297	3	—	657	396	43
Engine 29	119	1	—	1	—	—	220	5	14	346	287	13
Engine 30	169	2	1	—	—	—	224	1	5	402	236	59
Engine 31	200	1	—	2	—	—	226	1	1	430	209	32
Engine 32	202	6	1	1	—	—	147	—	—	357	218	24
Engine 33	228	5	1	—	—	1	144	1	—	380	188	09
Engine 34	192	1	2	2	1	1	181	2	—	380	212	29
Engine 35	236	—	—	—	—	—	193	1	1	431	246	38
Engine 36	359	1	2	—	—	1	206	—	—	569	291	59
Engine 37	212	1	5	2	—	—	101	2	—	323	224	10
Engine 38	361	6	5	1	—	1	212	1	—	586	317	39
Engine 39	38	—	1	—	—	—	8	1	—	48	59	59
Engine 40	69	1	1	—	—	—	144	9	—	224	153	40
Engine 41	270	—	—	—	2	1	254	6	3	524	310	—
Engine 42	185	—	—	—	—	—	132	—	—	317	244	37
Engine 43	86	1	—	2	—	—	135	3	—	224	221	28
Engine 44	96	2	1	—	—	—	96	1	3	198	121	49
Engine 45	78	1	—	—	—	—	167	1	—	246	139	20
Engine 46	147	1	1	—	—	—	307	1	—	457	223	13
Engine 47	122	1	—	—	1	—	98	1	—	223	151	19
Engine 48	15	—	—	1	—	—	12	9	10	47	77	38
Engine 49	22	—	—	—	—	—	9	19	1	51	75	10
Engine 50	138	—	—	—	—	—	177	—	—	315	176	43
Engine 51	292	3	2	—	—	—	281	—	—	578	304	27
Engine 52	191	2	—	1	—	—	185	—	—	381	202	31
Engine 53	92	—	1	—	—	—	149	4	—	246	135	21
Engine 54	99	1	—	—	1	1	90	10	4	206	198	29
Engine 55	171	—	2	2	2	—	105	1	3	286	211	03
Engine 56	88	1	—	—	—	1	130	1	—	220	162	53
Engine 57	85	1	—	—	—	—	135	—	—	221	168	05
Engine 58	228	1	—	—	—	—	231	—	—	460	371	40

FIRE DEPARTMENT SERVICE – 1957

COMPANY	ALARMS RESPONSE						SILENTS	SPECIALS	TRANSFERS	TOTAL NO. OF RUNS	TIME AWAY FROM QUARTERS	
	1	2	3	4	5	6					HOURS	MINUTES
Truck 1	209	7	—	—	—	—	151	—	—	357	241	11
Truck 2	259	1	1	1	—	—	210	1	—	473	272	39
Truck 3	199	3	1	2	—	—	239	1	6	444	273	57
Truck 4	332	6	—	1	—	—	257	8	—	596	413	04
Truck 5	262	4	—	3	—	—	292	—	—	561	256	25
Truck 6	165	7	—	4	—	—	148	2	1	327	189	36
Truck 7	110	4	—	—	—	—	110	2	17	241	192	11
Truck 8	158	—	1	—	—	—	103	—	—	262	144	21
Truck 9	61	2	—	—	—	—	75	1	—	138	76	29
Truck 10	335	2	—	2	1	1	374	—	9	715	365	40
Truck 11	224	2	1	—	—	—	388	1	—	615	295	38
Truck 12	60	—	1	—	—	—	177	5	—	243	108	53
Truck 13	219	3	—	3	—	—	203	—	1	429	210	32
Truck 14	63	—	—	2	—	—	89	—	2	156	112	34
Truck 15	212	2	—	1	—	—	196	—	2	413	200	38
Truck 16	196	8	—	1	—	—	149	1	—	354	224	18
Truck 17	64	—	—	—	—	—	38	2	14	118	100	43
Truck 18	136	3	1	—	—	—	153	—	5	298	155	48
Truck 19	30	—	—	—	—	—	45	—	—	75	57	26
Truck 20	120	—	—	—	—	—	126	—	1	246	138	44
Truck 21	197	—	—	—	—	—	85	1	—	283	140	30
Truck 22	74	—	—	—	—	—	145	14	—	233	114	22
Truck 23	137	2	—	1	—	—	116	—	4	260	171	15
Truck 24	102	—	—	—	—	—	200	2	—	302	180	13
Truck 25	29	—	—	—	—	—	64	2	—	93	62	45
Truck 26	177	4	—	—	—	—	187	10	—	378	210	07
Truck 27	35	1	1	—	—	—	75	—	4	116	86	28
Truck 28	43	1	—	—	—	—	46	—	—	90	94	52
Truck 29	76	—	—	—	—	—	106	2	1	183	102	43
Truck 30	46	—	—	—	—	—	43	—	3	92	68	29
Hose 1	56	6	—	—	—	—	1	—	—	63	37	58
Hose 2	90	1	—	—	—	—	—	—	—	91	42	26
Hose 3	291	—	—	—	—	—	215	3	10	516	210	15
Hose 5	110	—	—	—	—	—	4	—	9	114	55	12
Chemical 1	63	—	—	—	—	—	—	—	—	—	29	44
Chemical 2	40	—	—	—	—	—	—	2	—	42	68	02
Chemical 3	111	1	—	—	—	—	—	—	—	112	49	55
Chemical 4	165	—	—	—	—	—	—	—	—	165	52	09
Water Tower 1	127	8	—	—	—	—	—	—	—	135	67	27

FIRST TEN ENGINE COMPANIES—SERVICE

1—Engine 19	803
2—Engine 13	768
3—Engine 25	733
4—Engine 8	712
5—Engine 14	687
6—Engine 9	668
7—Engine 28	657
8—Engine 7	655
9—Engine 6	612
10—Engine 18	611

FIRST TEN TRUCK COMPANIES—SERVICE

1—Truck 10	715
2—Truck 11	615
3—Truck 4	596
4—Truck 5	561
5—Truck 2	473
6—Truck 3	444
7—Truck 13	429
8—Truck 15	413
9—Truck 26	378
10—Truck 1	367

FIRE ALARM COMMUNICATIONS

More than 44,000 emergency calls for which fire fighting units or ambulances were dispatched were processed through the Fire Alarm Division last year.

	1957	*1956*	*1955*
Box alarms—actual emergencies	2,601	2,657	2,633
False Box Alarms	1,130	1,091	979
Silent (telephone) Alarms—actual emergencies	10,334	10,105	9,882
False Silent Alarms	361	330	198
Special Alarms—non-fires	123	142	150
TOTAL ALARMS DISPATCHED	14,549	14,325	13,842
Ambulance Calls	29,964	30,349	30,252
TOTAL ALARMS AND AMBULANCE CALLS	44,513	44,674	44,094

RADIO SERVICE

Operating on a frequency of 154.31 megacycles and using call letter KGC-220, the Fire Department Radio Service has provided invaluable assistance during many fire operations. Commanding officers have used the two-way radios to great advantage.

Two-way radios have likewise proven invaluable to the Department in expediting the dispatching of Fire Department apparatus, ambulances and fire boats.

Since its installation, the Fire Department Radio Service has never been off the air because of mechanical failure.

CONSTRUCTION and MAINTENANCE

Fire Alarm boxes were installed at new locations to bring the total number of fire alarm boxes in service to 1996. Sixty-six old style fire alarm boxes were replaced during the year by newer style boxes and fifty-three others that were damaged by automobiles were also replaced.

An approximate total of 80,000 feet of cable and wire were replaced in maintaining or constructing fire alarm circuits.

Eight traffic signals and the necessary equipment were installed in the front of various fire houses located on busy thoroughfares to facilitate the movement of fire-fighting equipment responding to calls.

Lineman on Pole

Construction Crew

AMBULANCE SERVICE

On Thursday, June 27, 1957, the Baltimore City Fire Department highlighted the 30th Anniversary of the Ambulance Service, by officially placing another new ambulance into active duty.

With many public and civic officials present, this new ambulance—the twelfth now in service—was properly dedicated and installed in the quarters of Engine Company No. 30, Frederick and Caton Avenues. This ambulance has since served many hundreds of sick and injured, and has proven to be a most worthy addition to the fleet now in service.

MUNICIPAL AMBULANCE SERVICE - 1957

Ambulance No.	*Location*	*Number of Calls*
1	Engine No. 23	3365
2	Engine No. 11	3526
3	Engine No. 19	3897
4	Engine No. 13	4254
5	Engine No. 26	2808
6	Truck No. 14	1809
7*	Truck No. 1	2129
8	Engine No. 20	2441
9	Engine No. 10	1022
10	Engine No. 50	1302
11	Engine No. 21	2110
12**	Engine No. 30	826

* *Used primarily to handle indigent litter cases for the Health and Welfare Department, during daylight hours only.*

** *In service only six months.*

STATISTICS

	1957	*1956*
Accidents	8,367	9,506
Sick	18,731	18,337
Ambulance not required	2,871	2,506
Total	29,969	30,349
Highway Calls	7,691	9,958
Residence Calls	12,852	12,844
Hospital Calls	6,555	5,041
Ambulance not required	2,871	2,506
Total	29,969	30,349

535 babies were born during 1957 under the care of the Ambulance Crews. The ambulances traveled a total of 152,018 miles.

INFIRMARY

In addition to fulfilling their regularly assigned duties of treating sick and injured members, the Department Physicians assisted the City Service Commission in conducting physical examinations of all prospective appointees to this Department. They also physically examined all active members who were sixty years of age or older and had thirty or more years of service with the Fire Department.

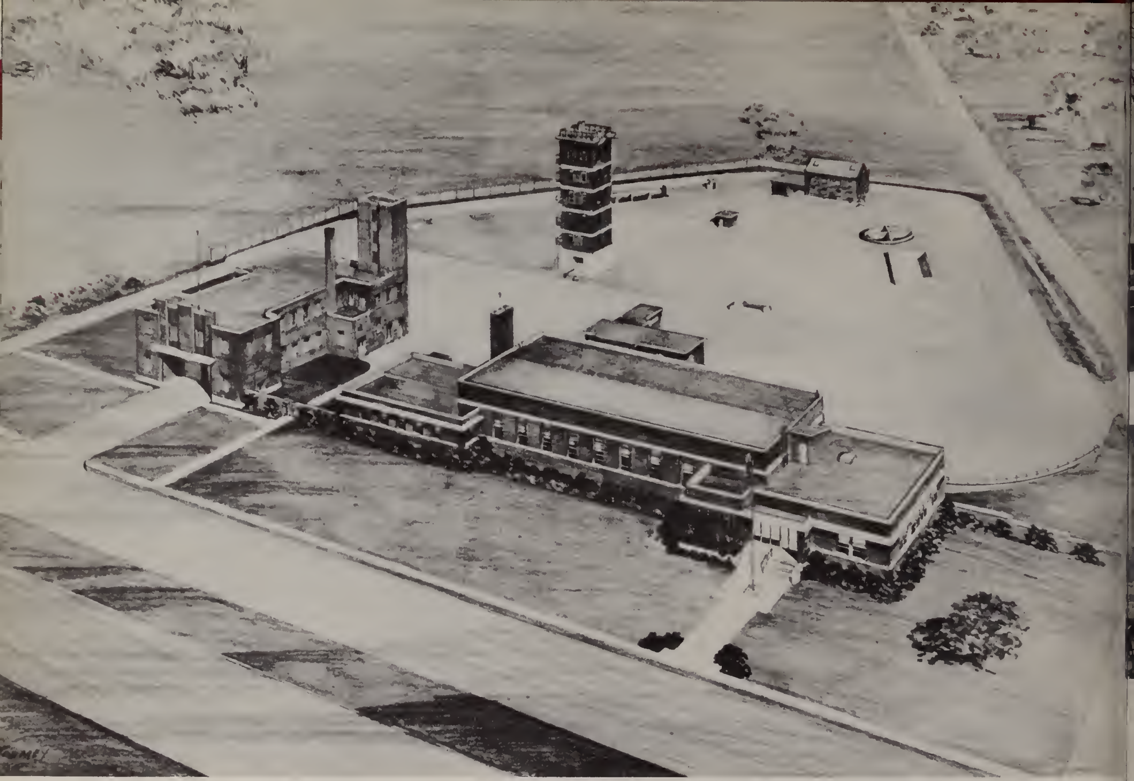
Virtually all members of the Department were inoculated against Asian Influenza and Polio, and all the new members appointed during the year were additionally inoculated with tetanus toxoid.

The value of the Medical Division to the Fire Department is best evidenced by the fact that an average of only 5.5 days were lost per man due to sickness or injury during the year.

The Fire Department Doctor on duty also responds to all third or greater alarms of fire to render the medical assistance that may be required.

INFIRMARY ACTIVITIES

	1957	*1956*
Sick Cases	1,756	1,507
Injuries	550	512
Operations requiring suturing	52	46
Incisions and Drainage performed for removal of foreign bodies	113	103
Treatments for the above	6,662	6,104
Days Lost—Sick and Injured	10,403	9,662
Average Days Lost per man per year	5.5	5.2
Deaths—		
Line of Duty	1	2
Other than Line of Duty	8	4



BALTIMORE'S NEW TRAINING CENTER

On Saturday, April 27, 1957, the Fire Department dedicated its new Training Center. This outstanding facility is located at 6720 Pulaski Highway and will be used primarily for training new personnel and for refresher training of veteran fire fighters.

Dedication of the Fire School culminated many years of patient planning by members of the Department. Originally the school and site were approved by the Baltimore Planning Commission on December 20, 1950. A fire facilities loan was approved by the City on May 8, 1951 and on June 14, 1955 ground-breaking ceremonies were held. The cornerstone was laid on April 6, 1956 and the school was officially accepted on January 30, 1957.

The School was erected at a cost of $575,000.00 by the Costanza Construction Company, Frederick Thomas—Architect. The project was under the supervision of the Bureau of Building Construction.

During the formal dedication ceremonies, Mayor Thomas D'Alesandro, Jr., described the new Fire School to the more than 500 persons in attendance as one of the most important advances in the city's fire fighting history.

Speaking for the Board of Fire Commissioners, Mr. William F. Hilgenberg, President, stated that the collective efforts of many fire and civic officials are to be credited for bringing to the Department "under one roof" all the elements and essentials of adequate, efficient, firemanship training.

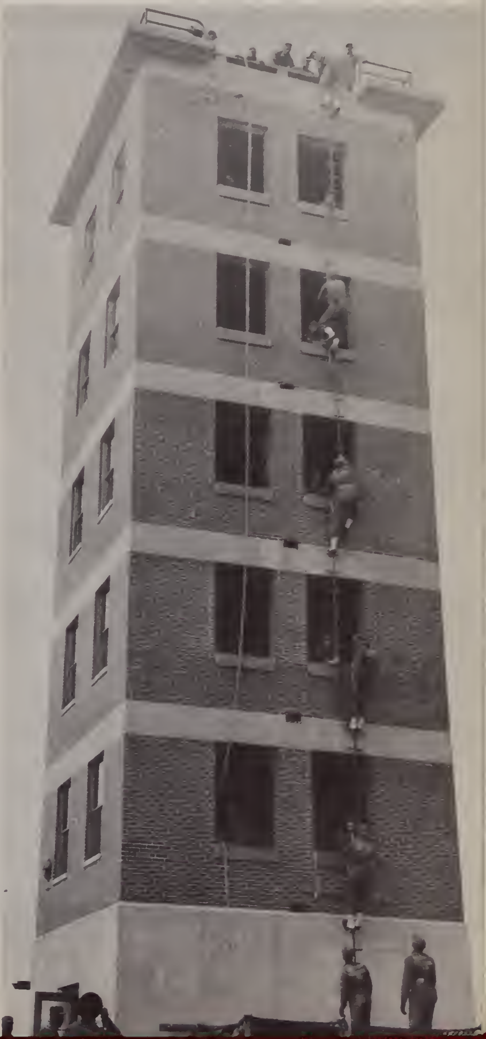
Chief of Fire Department Michael H. Lotz stressed the fact that "This is an investment to meet today's and tomorrow's scientific fire fighting training needs."

Similar comments on the modern design of the new Training Center were made by Roi B. Wooley, authority on fire engineering, Paul R. Lyons, Associate Editor of the Firemen Magazine, George J. Robinson of the National Board of Fire Underwriters, Robert C. Byrus, Director of Fire Service at the University of Maryland, and other important persons connected with fire service.

Front View of Administration Building

Dedication Address

Interior View of Auditorium which has a seating capacity of 900 persons



Facing Pulaski Highway is the large one-story administration and instruction building for the Training Center. This includes an attractive auditorium with the following unique features:

Seating capacity for 900 persons.
Library
Gas Mask Instruction Chamber with an observation room for observing trainees under actual smoke conditions.
Locker Room
Kitchen

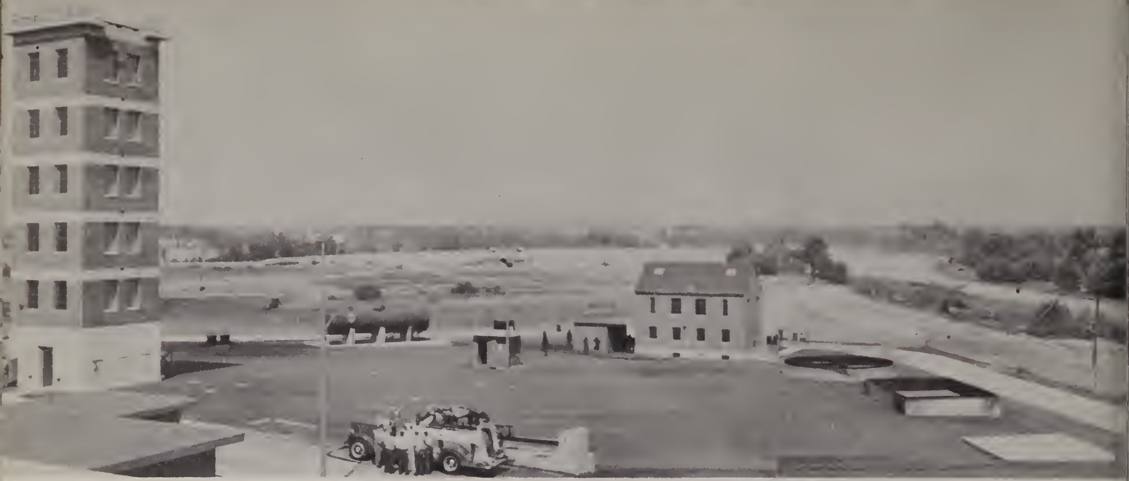
Adjacent to this building is a fire station housing Engine Company No. 3.

At present, trainees of the Baltimore City Fire Department are receiving an 8-week course, including instruction in driver training, first-aid, use of gas masks, and thorough grounding in the principles of fire fighting, including the essential evolutions utilizing the school's facilities, not to overlook simple calisthenics.

All fire companies are required to attend periodic refresher training courses at the new fire school to improve their fire fighting efficiency and keep abreast of the latest developments in fire fighting techniques.

68-Foot Drill Tower

The six-story Drill Tower is 68 feet high and is equipped with standpipe, sprinkler system, and an American District Telegraph Alarm System. The tower is primarily used for training students in scaling and jumping exercises, using nets, ropes and ladders. Its steel skeleton is encased in reinforced concrete and cinder block. A steel fire escape extends up the entire west side.



OUTSIDE TRAINING FACILITIES

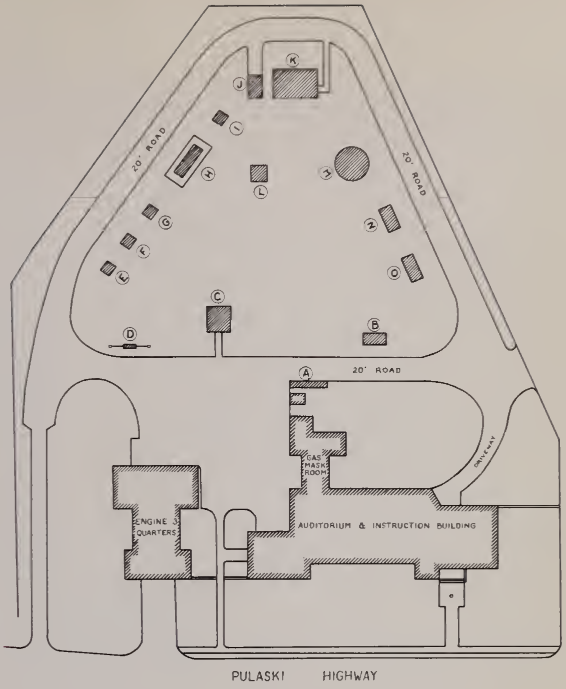
During the development period of the fire training center, meticulous attention was given to what some might term minor details but which nevertheless, in the aggregate, bear considerable weight. For example, the site selected consists of 4½ acres so located with respect to the public and business places that training activities carried out at the school—such as extinguishing smoky fires—will create the least annoyance and complaint. In addition, there is the added advantage of having a fire company (Engine No. 3) adjacent on the grounds. This station fits into the architectural pattern of the school.

The 'working' part of the grounds, that is, all areas not covered by buildings, are paved with blacktop and/or concrete to provide greatest resistance against wear and tear due to fire and chemicals, yet insure good and easy footing; the entire installation is fenced-in and flood-lighted for 'round-the-clock operations' if desired. Public address systems carry voice to all parts of the training center. The entire area is sloped to provide quick drainage of water used in the fire fighting problems, and a 20-foot road running around the perimeter is designed to provide driver training for members of the department.

Oil Fire Fighting Instructions to Rookies Photo by Baltimore News-Post and Sunday American

Diagram of Baltimore Training Center

A—Hose testing table
B—Pumper test drafting pit
C—Drill tower
D—High tension electric grid
E—Electric motor
F—Oil burner
G—Electric transformer
H—Tank car and pit
I—Christmas tree
J—One-story garage
K—Fire training building
L—Thermocouple dial house.
M—30-ft. diameter oil pit
N—20 by 30 ft. rectangular oil pit
O—Concrete mat for spill fires



Two very useful features of the training center are a hose testing table (shown A on diagram), and a pumper test drafting pit (B). All hose of the department can be tested at the first facility. The drafting pit contains 1,000 gallons of water and features a return pipe from a target area to the tank so that water can be used continually. This provides an excellent facility for making acceptance tests of apparatus.

Instruction in the electrical conductivity of fire streams is furnished by means of an electrical grid (D on diagram). This high voltage grid is made of steel suspended on a wire from two poles about 50 feet apart and equipped with transformers and a switchboard so arranged that voltage can be raised to 12,000 volts. When water is applied to the grid from nozzles of various types, the electrical feed-back can be measured on instruments provided to indicate how electricity follows a water stream.

Several other typical objects are provided to furnish practical fire control and extinguishing instruction. These include an electric motor with shaft and gear mounted on reinforced concrete support contained within a concrete pit (E on diagram).

Another unit is an oil burner also located within a concrete pit (F). This has a fire pot and is so arranged that oil under pressure can be forced up through the center of the first pot to simulate actual burning conditions.

A regulation transformer is mounted on a concrete base within a reinforced concrete pit (shown G). A perforated pipe supplies this unit with fuel to make a hot fire, simulating a transformer blaze.

An actual railroad tank car is mounted on reinforced concrete supports and located over a reinforced concrete pit, to provide experience in fighting tanker fires (H). This tank is filled with water and the fire is confined to the outside of the tank. A pipe which looks like a railing but actually is a supply line, runs around the top of the tank; this is so perforated that it sprays light oil or other flammable liquids under pressure to intensify the fire involving both pit and tank.

The "Christmas Tree," (shown I) introduced by the Navy years ago, designed for the purpose of providing practical training in fighting simulated flammable oil fires under pressure from perforated piping, has six horizontal pipes of various lengths extending in different directions, and so arranged that a light oil or solvent can be pumped through each to add intensity to a fire. The whole is enclosed in a structure of ½-inch steel plate. Fuel is pumped to the "Christmas Tree" (as it is to all units where actual fires are fought), through an underground pipe.

Thermocouple dial house (L) has instruments for measuring the amount of heat in fire training building (K).

Two oil pits are provided for conducting flammable liquid fire training (shown M and N). The larger is a 30-foot diameter circular receptacle built of concrete and divided by spacers into four sections. The steel spacers, or baffles are removable. Here oil fires are fought using various types of fuel and extinguishing agents.

Other flammable liquid fires are fought in a rectangular pit or tank measuring 20 by 30 feet having right angle corners, to demonstrate the difficulty of extinguishing certain types of fires in containers of this character.

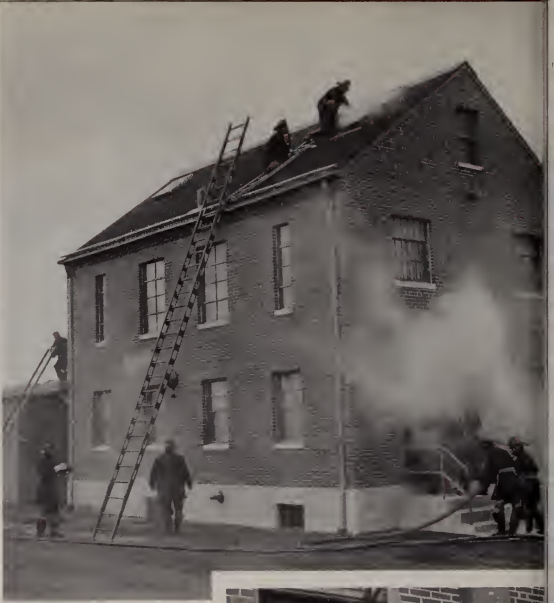
A concrete slab is also provided for simulating oil spill fires. The oil flowing freely across this concrete slab is ignited and trainees are exposed to the fire problems such as may be encountered by an overturned or ruptured tank truck wherein the flammable contents are spilled on the highways.

The "Fire Building"

The fire fighters receive practical training in combating hot and smoky fires. The principal section of this fire building is two stories in height, with full basement and attic; it is constructed of 12-inch brick walls, with reinforced concrete floors, attic and basement, and it has a reinforced concrete foundation. The roof of the main section is ordinary joist and board construction gable type, with metal fastened to the inside of the rafters, thus forming a ceiling which will follow the pitch of the roof.

A one-story addition to this building of wood joist construction with transite board ceiling is used as a garage.

Inasmuch as this training-by-doing building is the focal point of the school, a detailed description may be in order. The basement and two-story section contain three pits covered by steel grating and so arranged that flammable liquid fires may be kindled. The first floor is arranged to simulate an average dwelling and has built-in compartments approximately 3 feet square to resemble closets. This floor can be divided into four rooms by means of portable sheet metal partitions. There is a stairway from basement to attic and an outside steel fire escape from the second story to the ground. Interior doors and the door leading to the stairway are kalamein type. The windows in the first story are ordinary glass in steel sash, and those of the second story are glass in metal frames of various industrial types (to provide well-rounded instructions in opening up). Ducts are included in the construction so that smoke and heat can be carried from one floor to another. These have removable steel plate covers. In addition, two openings approximately 14 by 14 inches are made in the concrete first floor where cellar pipes can be used.



This fire training building is designed and equipped to reproduce almost every kind of dwelling fire. Here, masked fire fighters advance hose lines as others ventilate the attic.

Aerial Ladder and Pipe Operation—Company Training

The fire training building is equipped with thermocouples throughout for the purpose of taking temperatures in various parts of the rooms during the different fires, so as to demonstrate to trainees the phases of temperature rise and fall after water is applied. The building is also equipped with a sprinkler and ADT system as well as an outside annunciator to indicate fire location.

Located not far away from this training building is a smaller structure which houses the pyrometer used for measuring the heat in the fire building.

FIRE TRAINING

Visitors

Many persons visited the new Fire School during 1957 to inspect the installation and also learn how the facilities are being utilized by the Department.

In addition to the groups that came from many States throughout the nation, Fire Department Officials and Officers from far-distant Iran, Japan and Brazil also inspected with great interest Baltimore's newest training center.

Basic Training

New fire fighters are sent to the school on the first day they report to the Fire Department. They attend eight weeks, Monday through Friday, or 40 days. On Saturdays, the rookie fire fighters return to the quarters of their assigned companies for practical experiences.

Officer School conducted inside Auditorium
Scenicruiser supplied through courtesy of Eastern Greyhound Lines, Phila., Pa.

Annual Eye Test given to all who drive Fire Department vehicles

Four classes, totaling 137 new members, completed basic training during 1957.

Officer Training

On five separate occasions each officer of the department reported to the Fire School for two-hour lectures and demonstrations as per the following:

Aerial Ladder Operations
by Mr. George Layden, *Chief Engineer, Peter Pirsch Co.*

Fire Fighting & Rescue Procedure in new-style Scenicruiser Bus
by Mr. John Logan, *Safety Director* and Chief Frank C. Lesser, *College Park Fire Department*

Static Electricity
by Mr. Jack Lurcott, *Field Engineer, Ethyl Corp.*

Comparative Life & Explosion Hazards of Common Refrigerants
by Battalion Chief John E. Thomas, *Fire School*

Twenty-three officers volunteered to attend a three-day, 27-hour, special course in how to recognize and handle "Radioactive Materials and Hazards" conducted by Mr. Francis L. Brannigan, Safety Engineer for the United States Atomic Energy Commission.

Mr. Brannigan gave an outstandingly interesting lecture-demonstration on the many aspects of atomic energy usage in industries, hospitals, etc. The students attending were taught how to recognize and handle radiation hazards.

Company Training

Each shift of all companies reports to the Fire School with their apparatus at least three times each year for training in fire fighting, driving and pumper operations.

The fire training consists of actually fighting fires in industrial-type electric motors, transformers and oil burners; oil fires in pits, tank car, and "Christmas Tree" with the high tension electric grid and 2½ story "fire building" also included in the fire fighting training program.

The gas mask training room provides an excellent means for training members to perform chores requiring great physical exertion, such as sawing wood, chopping flooring, and effecting rescues from a tunnel—all done in an extremely heavy smoke-laden atmosphere.

The driver training program has heightened the abilities of the members insofar as the handling of fire apparatus and other vehicles is concerned. Also, in connection with driver training, all drivers in the Department are subjected to a test of their reflexes on the reaction indicator, and an eye test on the Keystone Telebinocular machine each year to determine th physical fitness as drivers.

FIRE PREVENTION

Five additional lieutenants were assigned in 1957 to the inspection staff of the Fire Prevention Bureau which provided for more frequent inspections of institutions and places of public assembly. A new night-inspection program was started with officers of the bureau detailed nightly, between the hours of 6.30 P. M. and 2.30 A. M., checking the conditions in hotels, night clubs, theatres, athletic events, and all places of public assembly. These inspections have been very effective in reducing many life hazards such as locked or obstructed exits, overcrowding, etc.

The year-round educational program was likewise accelerated with officers visiting the various hospitals, nursing homes, schools, scout troops, and industrial organizations for the purpose of demonstrating the proper use of fire fighting equipment and promoting the idea of fire prevention generally.

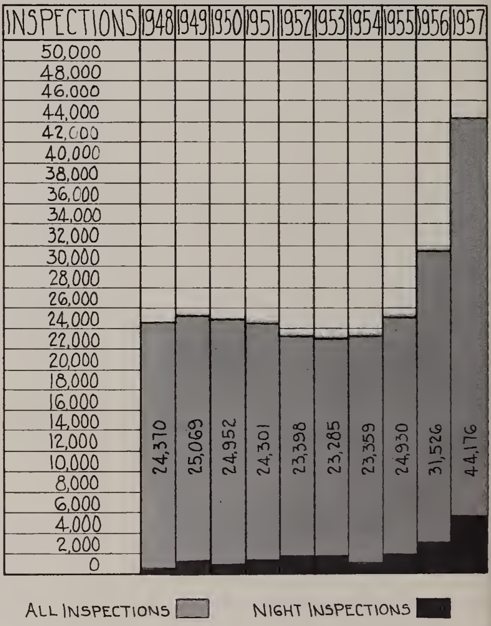
Fire Prevention Activities:

	1957	1956
Day inspections	38,603	28,554
Night inspections	5,573	2,972
Total Fire Prevention Inspections	44,176	31,526
Fire Prevention Code violation notices investigated	16,391	12,728
Building Code violation notices investigated	2,675	1,731
Hospitals and Convalescent Homes inspected	186	76
Nurseries and Foster Homes inspected	127	56
Applications investigated:		
Gasoline installations	58	66
Change of Occupancy	529	379
Fire Department Permits to decorate	277	294
Fire Department Permits to burn for salvage	9	7
Fire Department Permits to store or handle flammable liquids	90	96

FIRE PREVENTION BUREAU—PERSONNEL

	1957	1956
Battalion Chief	1	1
Captains	8	8
Lieutenants	9	4
Fire Fighters	2	2
Fire Fighter Clerk	1	1
Senior Clerk Typist	1	0
	22	16

TOTAL INSPECTIONS MADE BY OFFICERS OF THE FIRE PREVENTION BUREAU DURING 1957-44,176



COMPANY IN-SERVICE INSPECTIONS

	1957	1956
Total inspections	19,204	19,693
Refusals of entry	127	78

Fire Fighting—Before it begins!

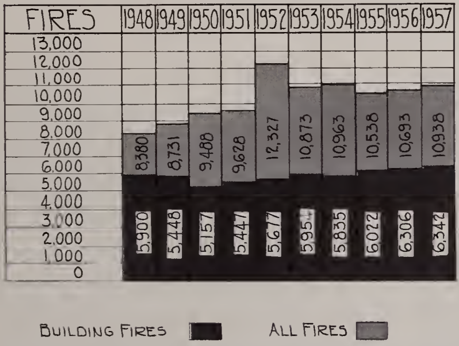
FIRE INVESTIGATION

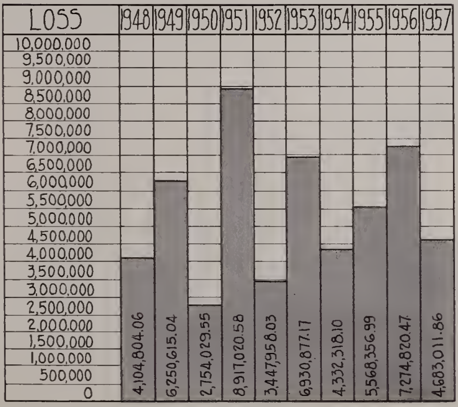
FIRE INCENDIARY BUREAU—PERSONNEL

Battalion Chief	1
Captains	4
Fire Fighters	2
Senior Clerk Typist	1
	8

It is interesting to note that while the loss by fire has been steadily increasing throughout the nation, the fire loss in the City of Baltimore during 1957 decreased more than 2½ million dollars compared to the previous year.

This gratifying achievement is a tribute to the fine work done by the officers of the investigative services and also to the efforts of the companies who were so diligent in their "in-service" inspections.





INVESTIGATION OF FIRES

	1957	1956
Total Number of Fires Investigated	3,849	4,067
Fires of Suspicious Origin	219	187
Number of Arrests for Arson	19	11
Number of Convictions for Arson	11	6
Convicted of Juvenile Delinquency	25	34
Children under 8 years of age charged with Malicious Mischief for causing fires	342	260

FIRE CASUALTIES

	1957	1956
Deaths Caused by Fires	39	61
Injuries Caused by Fires	182	257

CAUSES OF FATAL FIRES

	1957	1956
Careless Smoking	20	11
Suspicious	—	4
Oil Burning Furnace	—	1
Bonfires	2	2
Electric Shack	1	—
Ignition of Flammable Vapors	1	8
Children Playing with Matches	5	6
Kerosene Heaters	2	12
Wood Stove	1	—
Not Fully Ascertained	3	2
Electric Wiring and/or Appliances	4	1
Candle Carelessness	—	4
Coal Stove	—	2
Explosion of Hot Water Tank	—	1
Gas Range	—	1
Egg Stove	—	2
Kerosene Lamp	—	1
Kerosene Fired Wallpaper Steamer	—	1
Mischievous Children	—	2

CLASSES OF BUILDINGS WHERE DEATHS OCCURRED

	1957	1956
Dwellings	25	20
Multiple Dwellings	6	28
Hospital	1	—
Coker Control Building	1	—
Grocery Store and Dwelling	1	2
Railroad Right-of-Way	1	2
Barber Shop and Dwelling	1	—
Laundry and Multiple Dwelling	1	—
Apartments	1	2
Tavern and Lodging	1	2
Aged Home	—	1
Boiler House	—	1
Can Factory	—	1
Church	—	1
Garage	—	1

MARINE DIVISION

Airview—The World Port of Baltimore—Northwest Branch

Baltimore, the country's sixth largest city, with its seaport second in foreign trade tonnage, is described in brief as one of the greatest maritime centers of the world for industrial shipping and commercial activities generally.

The Port of Baltimore consists of 46 miles of waterfront and its modern and efficient facilities are designed for the handling of all types of cargo moving in world trade and for the construction and servicing of vessels up to 46,000 tons. The major facilities on the waterfront are estimated to represent a capital investment of approximately $400,000,000.00 with approximately 40,000 workers directly employed in the Port's shipping and related maritime activities.

Baltimore's newest fire boat "MAYOR THOMAS D'ALESANDRO, JR."

In addition to performing their regular fire fighting duties, the officers and men assigned the four fire boats and tender of the Marine Division were called on many occasions to pump out sinking barges and to also take into tow several vessels that had broken loose of their moorings and threatened to do serious property damage in the Baltimore Harbor.

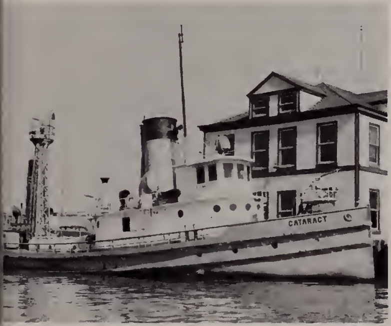
The land fire fighting companies and fire boats that responded to fight fires on piers and other locations have demonstrated on a number of instances the value of teamwork. The land companies utilize the deck guns, monitor pipes, and any source of water supply on the boats when it is needed and on the other hand the boat crews have found the manpower of the land companies always ready and willing to assist with whatever is required of them to fight their common enemy—fire.

The motor tanker M.V. Lake Charles had just taken aboard 500,000 gallons of high octane aviation gasoline at the Shell Oil Company pier at Wagner's Point when a leak developed in a pump below decks, setting off the first of a series of explosions.

All four of the City's fire boats, together with two Coast Guard Cutters took positions alongside the burning vessel and for almost five hours fought a fire that threatened to touch off a terrific explosion at any moment. The heroic efforts of the Marine Division members were rewarded when the wall of foam from the fire boats subdued the flames around the volatile cargo. Due to the outstanding manner in which the fire was fought, the ½ million gallon cargo of costly aviation fuel was not damaged and later recovered from the vessel.

A spark from a welder's torch set off another spectacular fire last November at the Shell Oil Company's loading pier in Fairfield. Immediately after the blaze was ignited, there were a series of explosions which jarred nearby buildings and endangered a number of huge storage tanks that make up Shell's bulk depot. The wooden fuel-loading pier is 794 feet long and at the height of the blaze about one-third of it was on fire.

The quick response and efficient work done by the fire boat crews and the land fire companies jointly brought the menacing blaze under control before it caused extensive damage. A survey of the area after the fire by officials of the Shell Company brought forth the comment that the damage was "incredibly slight" —A tribute, no less, to the abilities and efficiencies of the fire fighting teams on the job at the time.



FIREBOAT "CATARACT"

FIREBOAT "DELUGE"

FIREBOAT "CASCADE"

FIREBOAT "TENDER"

APPARATUS

ENGINES

Company	Type	Pump Capacity	In Service
Engine 1	Mack	Rescue Squad	October 25, 1950
Engine 2	Seagrave	750 GPM	May 29, 1946
Engine 3	Ward LaFrance	750 GPM	November 19, 1947
Engine 4	Ward LaFrance	750 GPM	February 26, 1954
Engine 5	American LaFrance	750 GPM	May 14, 1941
Engine 6	Pirsch	1000 GPM	December 6, 1954
Engine 7	American LaFrance	1250 GPM	April 12, 1944
Engine 8	Pirsch	1000 GPM	December 10, 1954
Engine 9	Mack	750 GPM	July 3, 1942
Engine 10	Seagrave	750 GPM	May 29, 1946
Engine 11	American LaFrance	750 GPM	May 15, 1941
Engine 12	Seagrave	750 GPM	May 29, 1946
Engine 13	Seagrave	750 GPM	July 8, 1946
Engine 14	Seagrave	750 GPM	June 19, 1946
Engine 15	Mack	750 GPM	September 30, 1948
Engine 16	Fire Boat (Cataract)	7000 GPM	February 17, 1914
	Fire Boat (Tender)	300 GPM	April 17, 1922
Engine 17	Seagrave	750 GPM	July 9, 1946
Engine 18	Seagrave	750 GPM	June 18, 1946
Engine 19	Mack	750 GPM	December 13, 1944
Engine 20	Ward LaFrance	750 GPM	November 20, 1951
Engine 21	Mack	750 GPM	November 25, 1944
Engine 22	Ward LaFrance	750 GPM	March 25, 1947
Engine 23	Mack	750 GPM	February 7, 1949
Engine 24	Mack	750 GPM	December 13, 1944
Engine 25	Ward LaFrance	750 GPM	June 10, 1947
Engine 26	Mack	750 GPM	January 2, 1945
Engine 27	Ward LaFrance	750 GPM	May 22, 1947
Engine 28	Pirsch	1000 GPM	December 8, 1954
Engine 29	Ward LaFrance	750 GPM	December 1, 1953
Engine 30	Ward LaFrance	750 GPM	December 16, 1947
Engine 31	Seagrave	750 GPM	November 13, 1943
Engine 32	American LaFrance	1250 GPM	June 28, 1945
Engine 33	Pirsch	1000 GPM	January 24, 1957
Engine 34	American LaFrance	1250 GPM	March 14, 1944
Engine 35	Seagrave	750 GPM	June 9, 1946
Engine 36	Pirsch	1000 GPM	November 8, 1957
Engine 37	Mack	750 GPM	December 13, 1943
Engine 38	Ward LaFrance	1000 GPM	December 19, 1955
Engine 39	Fire Boat (Deluge)	9000 GPM	March 4, 1911
Engine 40	Ward LaFrance	750 GPM	November 26, 1947
Engine 41	Ward LaFrance	750 GPM	December 30, 1947
Engine 42	Pirsch	1000 GPM	June 2, 1955
Engine 43	Mack	750 GPM	May 28, 1942
Engine 44	Mack	750 GPM	November 2, 1939
Engine 45	Ward LaFrance	750 GPM	November 15, 1951
Engine 46	Ward LaFrance	750 GPM	September 21, 1950
Engine 47	Mack	750 GPM	November 2, 1939
Engine 48	Fire Boat (Cascade)	2800 GPM	June 27, 1921
Engine 49	Fire Boat (D'Alesandro)	12,500 GPM	September 16, 1956
Engine 50	Ward LaFrance	750 GPM	January 21, 1948
Engine 51	Mack	750 GPM	March 23, 1938
Engine 52	Mack	750 GPM	May 24, 1948
Engine 53	Seagrave	750 GPM	June 4, 1946
Engine 54	Pirsch	1000 GPM	June 1, 1955
Engine 55	Mack	750 GPM	May 19, 1948
Engine 56	Mack	750 GPM	January 3, 1945
Engine 57	Mack	750 GPM	May 17, 1948
Engine 58	Mack	750 GPM	May 3, 1948

FLOOD LIGHT, FUEL AND SUPPLY WAGONS

Unit	Location	Type and Date
Flood Light 1	Engine 1	Mack—1948
Flood Light 2	Hose 1	Mack—1948
Tank Wagon 1	Repair Shop	Mack—1948 motor
Supply Wagon 1	Truck 5	Chevrolet—1952—½ ton
Supply Wagon 2	Truck 5	Chevrolet—1952—½ ton
Supply Wagon 5	Engine 15	Chevrolet—1952—1½ ton

TRUCKS

Company	Type	Size of Aerial Ladder	In Service
Truck 1	American LaFrance	100'—Metal	Nov. 2, 1943
Truck 2	American LaFrance	100'—Metal	April 17, 1944
Truck 3	Pirsch	100'—Metal	December 1, 1955
Truck 4	American LaFrance	100'—Metal	June 23, 1955
Truck 5	Mack	85'—Wood	October 4, 1950
Truck 6	American LaFrance	100'—Metal	Nov. 24, 1954
Truck 7	Mack	85'—Wood	November 21, 1949
Truck 8	Seagrave	85'—Wood	May 4, 1943
Truck 9	Seagrave	65'—Metal	December 9, 1942
Truck 10	Pirsch	100'—Metal	November 8, 1957
Truck 11	Pirsch	100'—Metal	January 25, 1957
Truck 12	Mack	85'—Wood	April 7, 1944
Truck 13	Seagrave	85'—Wood	March 19, 1941
Truck 14	Mack	65'—Metal	February 21, 1952
Truck 15	Mack	85'—Wood	December 21, 1940
Truck 16	American LaFrance	100'—Metal	Dec. 1, 1954
Truck 17	Mack	85'—Wood	November 11, 1941
Truck 18	Seagrave	85'—Wood	November 17, 1941
Truck 19	American LaFrance	65'—Metal	April 26, 1945
Truck 20	Mack	85'—Wood	June 20, 1941
Truck 21	American LaFrance	65'—Metal	August 10, 1945
Truck 22	Mack	65'—Metal	December 12, 1950
Truck 23	Mack	85'—Wood	September 3, 1942
Truck 24	American LaFrance	65'—Metal	Feb. 25, 1942
Truck 25	Seagrave	65'—Metal	January 20, 1943
Truck 26	American LaFrance	65'—Metal	Feb. 24, 1942
Truck 27	Pirsch	65'—Metal	March 20, 1952
Truck 28	Seagrave	85'—Wood	January 7, 1941
Truck 29	Pirsch	85'—Metal	February 26, 1954
Truck 30	American LaFrance	85'—Wood	March 20, 1941

HOSE

Company	Type	Pump Capacity	In Service
Hose 1	Mack	Hose Wagon	January 6, 1947
Hose 2	Mack	Hose Wagon	January 23, 1947
Hose 3	Mack	750 GPM	June 15, 1951
Hose 5	Ward LaFrance	1000 GPM	January 2, 1957

CHEMICAL COMPANIES

Company	Type	In Service
Chemical 1	Mack, Chemical Wagon	March 9, 1928
Chemical 2	Mack, Chemical Wagon	October 22, 1917
Chemical 3	Mack, Chemical Wagon	July 30, 1930
Chemical 4	Mack, Chemical Wagon	May 16, 1923

WATER TOWER

Company	Type	Extended Height of Mast	In Service
Water Tower 1	Mack Tractor	58'3"	December 23, 1933

OFFICER'S CARS

Unit	Location	Type and Date
Chief of Fire Department	Hose 1	Buick Sedan—1956
Deputy Chief 1	Engine 23	Ford Station Wagon—1956
Deputy Chief 2	Hose 1	Ford Station Wagon—1956
Deputy Chief 5	Engine 43	Buick Sedanette—1956
Supt. of Maintenance	Repair Shop	Buick Coupe—1950
Battalion Chief 1	Engine 11	Buick Sedan—1951
Battalion Chief 2	Engine 6	Ford Station Wagon—1956
Battalion Chief 3	Truck 11	Ford Station Wagon—1956
Battalion Chief 4	Engine 13	Buick Sedan—1951
Battalion Chief 5	Engine 15	Buick Sedan—1951
Battalion Chief 6	Engine 2	Chevrolet Town Sedan—1953
Battalion Chief 7	Engine 20	Chevrolet Town Sedan—1953
Battalion Chief 8	Engine 19	Chevrolet Town Sedan—1953
Battalion Chief 9	Engine 44	Chevrolet Town Sedan—1953
Battalion Chief 10	Engine 14	Chevrolet Town Sedan—1953
Battalion Chief 23	Engine 30	Buick Sedanette—1949
Battalion Chief 24	Engine 25	Buick Sedan—1951
Battalion Chief 25	Truck 24	Buick Sedan—1951
Asst. Supt. of Maint.	Repair Shop	Buick Coupe—1950

APPARATUS

MUNICIPAL AMBULANCES

Unit	Location	Type and Date
Captain—Ambulance Division	Engine 22	Chevrolet—1947
Department Ambulance	Truck 1	Buick—1952
Ambulance 1	Engine 23	Cadillac—1953
Ambulance 2	Engine 11	Cadillac—1954
Ambulance 3	Engine 19	Cadillac—1956
Ambulance 4	Engine 13	Cadillac—1956
Ambulance 5	Engine 26	Cadillac—1954
Ambulance 6	Truck 14	Cadillac—1957
Ambulance 7	Truck 1	Buick—1951
Ambulance 8	Engine 20	Cadillac—1955
Ambulance 9	Engine 10	Buick—1948
Ambulance 10	Engine 50	Buick—1948
Ambulance 11	Engine 21	Cadillac—1956
Ambulance 12	Engine 30	Cadillac—1957

FIRE ALARM TELEGRAPH

Unit	Location	Type and Date
Supt. of Fire Alarm	Engine 24	Chevrolet Sedan—1953
Chief Lineman	Engine 19	Chevrolet Coupe—1957
Fire Alarm 3	Engine 9	Chevrolet 1 ton—1954
Fire Alarm 4	Engine 25	Chevrolet ¾ ton—1954
Fire Alarm 5	Engine 33	Chevrolet ¾ ton—1954
Fire Alarm 6	Engine 9	Chevrolet 2 ton—1949
Fire Alarm 7 (Reserve)	Engine 27	Ford 1½ ton—1945
Fire Alarm 8	Engine 33	Chevrolet 1 ton—1953
Fire Alarm 9	Engine 9	Chevrolet 2 ton—1949
Fire Alarm 10	Engine 33	Chevrolet ¾ ton—1954
Fire Alarm 11	Engine 8	Chevrolet ¾ ton—1947
Fire Alarm 12	Engine 30	Chevrolet ½ ton—1953
Fire Alarm 13 (Reserve)	Engine 52	Ford ¾ ton—1945
Fire Alarm 14	Engine 30	Chevrolet ¾ ton—1947

REPAIR SHOP

Unit	Type and Date
Rescue Truck 1	Federal 3½ ton—1932
Dump Truck 1	Ford 1 ton—1945
Repair Shop 3	Ford ½ ton—1956
Repair Shop 4	Chevrolet 1½ ton—1954
Repair Shop 5	Chevrolet 1 ton—1954
Repair Shop 7	Chevrolet 1 ton—1954
Repair Shop 9	Ford ½ ton—1956
Repair Shop 10	Chevrolet ½ ton—1957

MISCELLANEOUS CARS

Unit	Location	Type and Date
Commissioner's Car	Engine 18	Cadillac Sedan—1957
Fire Prevention 1	Engine 51	Chevrolet Coupe—1957
Fire Prevention 2	Engine 19	Chevrolet Coupe—1949
Fire Prevention 3	Engine 20	Ford Coupe—1956
Fire Prevention 4	Engine 18	Chevrolet Coupe—1949
Fire Prevention 5	Engine 22	Ford Coupe—1955
Fire Prevention 6	Engine 9	Ford Coupe—1955
Fire Prevention 7	Engine 24	Ford Coupe—1955
Fire Prevention 8	Engine 19	Ford Coupe—1955
Fire Prevention 9 (Res.)	Engine 25	Chevrolet Coupe—1947
Fire Prevention 10	Truck 12	Chevrolet Coupe—1949
Fire Prevention 11	Engine 22	Chevrolet Coupe—1947
Fire Prevention 12	Engine 41	Ford Coupe—1956
Fire Prevention 13	Engine 56	Ford Coupe—1956
Fire Prevention 14	Engine 4	Ford Coupe—1956
Fire Prevention 15	Truck 5	Ford Coupe—1956
Fire Prevention 16	Engine 5	Chevrolet Coupe—1957
Fire Prevention 17	Engine 12	Chevrolet Coupe—1957
Fire Prevention 18	Engine 58	Chevrolet Coupe—1957
Fire Prevention 19	Engine 36	Chevrolet Coupe—1957
Fire Incendiary 1	Engine 40	Chevrolet Coupe—1949
Fire Incendiary 2	Engine 56	Chevrolet Coupe—1949
Fire Incendiary 3	Engine 53	Chevrolet Coupe—1949
Fire Incendiary 4	Engine 31	Chevrolet Coupe—1949

RESERVE ENGINES—SECOND LINE

Unit	Location	Type and Date	Capacity of Pumps
SLE—1	Engine 1	American LaFrance—1941	Squad Wagon
SLE—4	Engine 4	American LaFrance—1939	750 GPM
SLE—6	Engine 6	Seagrave—1939	750 GPM
SLE—7	Engine 7	Mack—1917	750 GPM
SLE—8	Engine 8	Seagrave—1939	750 GPM
SLE—9	Engine 9	Mack—1926	750 GPM
SLE—10	Engine 10	Mack—1939	750 GPM
SLE—11	Engine 11	American LaFrance—1940	750 GPM
SLE—13	Engine 13	Ahrens-Fox—1923	750 GPM
SLE—14	Engine 14	Ahrens-Fox—1922	750 GPM
SLE—15	Engine 15	G.M.C. (Civil Def.)—1954	750 GPM
SLE—17	Engine 17	Mack—1924	750 GPM
SLE—19	Engine 19	Mack—1927	750 GPM
SLE—21	Engine 21	Ahrens-Fox—1922	750 GPM
SLE—23	Engine 23	G.M.C. (Civil Def.)—1954	750 GPM
SLE—25	Engine 25	Ahrens-Fox—1923	750 GPM
SLE—26	Engine 26	Ahrens-Fox—1923	750 GPM
SLE—27	Engine 27	Ahrens-Fox—1919	900 GPM
SLE—28	Engine 28	American LaFrance—1939	750 GPM
SLE—29	Engine 29	American LaFrance—1938	750 GPM
SLE—33	Engine 33	American LaFrance—1938	750 GPM
SLE—37	Engine 37	Seagrave—1938	750 GPM
SLE—38	Engine 38	Mack—1926	750 GPM
SLE—41	Engine 41	American LaFrance, 1940	750 GPM
SLE—45	Engine 45	Mack—1926	750 GPM
SLE—47	Engine 47	Ahrens-Fox—1922	750 GPM
SLE—54	Engine 54	Mack—1938	750 GPM
SLE—55	Engine 55	Ahrens-Fox—1922	750 GPM

RESERVE TRUCKS—SECOND LINE

Unit	Location	Type and Date	Description
SLT—4	Truck 4	Seagrave—1941	Aerial—85′
SLT—5	Engine 3	Mack—1941	Aerial—85′
SLT—6	Engine 33	Mack—1938	Quad
SLT—9	Engine 45	Mack—1938	Quad
SLT—10	Engine 36	Mack—1923	Aerial—85′
SLT—17	Truck 17	American LaFrance—1941	Aerial—85′
SLT—18	Truck 18	Mack—1941	Aerial—85′
SLT—22	Truck 22	Seagrave—1941	Aerial—85′

RESERVE CHEMICAL—SECOND LINE

Unit	Location	Type and Date	Description
SLC—1	Engine 41	Mack—1931	Chemical Wagon

MISCELLANEOUS RESERVES

Unit	Location	Type and Date
Ambulance 13	Engine 25	Buick—1947
Ambulance 14	Engine 28	Buick—1947
Ambulance 15	Truck 16	Buick—1947
Ambulance 17	Engine 12	Buick—1947
Reserve Officer 1	Truck 11	Buick Coach—1942
Reserve Officer 2	Engine 14	Buick Sedanette—1942
Reserve Officer 3	Engine 3	Buick Coach—1942
Reserve Officer 4	Engine 34	Buick Coach—1942
Reserve Officer 5	Engine 19	Buick Coach—1942
Reserve Officer 6	Engine 17	Buick Sedan—1950
Reserve Officer 7	Engine 45	Buick Coupe—1938
Reserve Officer 8	Engine 6	Buick Coupe—1937
Reserve Officer 9	Engine 23	Buick Sedan—1950
Reserve Officer 10	Engine 13	Buick Coupe—1937
S. L. Hose 4	Engine 12	Mack Hose Wagon—1921
Reserve Tractor (RT-7)	Engine 17	Mack Tractor—1920
Tank Wagon 2 (Reserve)	Repair Shop	Mack—1923
Auxiliary Fire Brigade	Engine 31	Willys—1944
Steamer RE-3	Fire School	Christie Steamer
Steamer (E-14)	Engine 33	Horse Drawn
2—Hand Drawn Hose Reels	Engine 33	
3—Hand Drawn Pumpers	Engine 33	

REPAIRS AND MAINTENANCE

REPAIR SHOP ACTIVITIES - 1957

Major Repairs	163
Minor Repairs	978

GENERAL OVERHAULING

Boilers, engines and hulls on Fireboats Cataract and Deluge.

Motors, pumps, clutches, transmissions, differentials, and brakes on 22 Engines and 13 Reserve Engines.

Motors, hoists, brakes, clutches, transmissions, and differentials on 13 Trucks and 4 Reserve Trucks.

33 High Pressure Heads, and repaired 8 leaks in High Pressure Lines.

Electric motors, starters, generators, distributors, sirens, switches, horns, windshield wipers, batteries, home-lite generators, blinker signals and other appliances.

GENERAL CONSTRUCTION WORK

Installed pilot house control and rebuilt clutch on Fireboat Tender.

General construction work performed, including benches, lockers, ladder pipes, battery boxes, racks, frames, and relined oil pits at the Fire School with metal.

MACHINE SHOP

Replaced and repaired couplings on 4½" suction tubes, 3" and 1½" hose.

Machined various size valves and parts for Marine Division and High Pressure Pumping Station.

Forging 2500 freeze brackets, making and dressing tools for Fire Alarm Department.

PAINT SHOP

Repainted tanks on Fireboat "Mayor Thomas D'Alesandro, Jr."

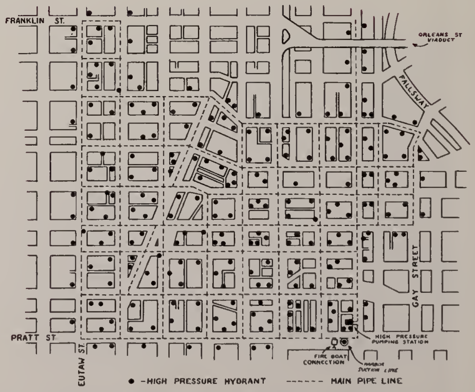
Painted and relettered 3 Engines, 2 Trucks, 4 Small Cars, and various apparatus and signs.

HIGH PRESSURE SERVICE

The facilities of the Pumping Station are capable of pumping more than 13,000 gallons of water per minute under 250 psi through the underground piping of the high pressure distribution system. 226 high pressure hydrants are strategically located in the downtown section to provide a protective feature of great value to the Fire service.

HIGH PRESSURE PUMPING STATIONS OPERATIONS

	1957	*1956*
Pumps in Service	46 Hrs. 22 Min.	50 Hrs. 44 Min.
Discharge of Water	351,580 Gals.	1,208,500 Gals.
Alarms of Fire—		
1st Alarms	125	120
2nd Alarms	2	4
3rd Alarms	0	1
4th Alarms	2	0
5th Alarms	2	0
6th Alarms	1	4
Total	132	129



HIGH PRESSURE DISTRIBUTION SYSTEM

PROMOTIONS—1957

BATTALION CHIEF

Joseph Schamberger

CAPTAIN

John H. Schaefer, Jr.
Anthony A. Spann
William E. Elliott
Albert F. Klima
Ralph W. Snowman
Walter M. Dunne
Carroll J. Graleski
John F. Dirscherl
Francis L. Hines
Carl H. McCommons

LIEUTENANT

Frank J. Novak, Jr.
Joseph J. Tomaschko
Philip J. Nilles
Kenneth A. Robinson
Earl G. Hebbel
Kenneth L. Fritsch
Thomas M. Bailey
John P. Cooper
Joel C. Inge
Frederick H. Klein
Thomas E. Freburger
Charles W. Davis
Edmund F. Bender
James W. Everett
William H. Wedra
Joseph H. Zajac
William J. Murphy
Joseph A. Mirabile
John H. Thompson, Jr.
William J. Forrest

ENGINEMAN

John E. Schutz
Charles T. Nemec, Jr.
Frank F. Snyder
Melvin J. Sliwka
John Shandrowski
Donald L. Webb
Lawrence F. Coburn

ASSISTANT ENGINEMAN

Paul G. Wink
Henry O. Heaps
Frank E. Little
Joseph A. Spadaro
Charles B. Hall
John L. Brown
Allen H. Lyon
Joseph A. Andresini
Douglas W. Matthai
Frank D. Fonte
James C. Reck

ASST. SUPT.—PUMPING STATION

Albert W. Pearson

ENGINEER—PUMPING STATION

William W. Cook
Donald J. Sipes

ASST. ENGINEER—PUMPING STATION

Walter R. Shepard
Robert E. Harmon

ASST. MARINE ENGINEER

Edward E. Randall
Walter J. Teller

ASST. MOTOR MARINE ENGINEER

Marion A. Iwancio

AUTOMOTIVE MECHANICS

Bernard Machovec
Frederick H. Garrish

RETIREMENTS—1957

Engineman Charles J. Oberle	Engine 42
Captain Felix F. Wojciehoski	Engine 24
Fire Fighter William J. Bogdan	Engine 24
Fire Fighter John W. Slitzer	Truck 24
Fire Fighter Joseph W. Albrecht	Pumping Sta.
Fire Fighter Thomas F. Greeley	Engine 18
Captain Andrew J. Fiedler	Fire Prevention
Fire Fighter Anthony J. Thomas	Truck 13
Fire Fighter Herman L. Mennerick, Jr.	Truck 7
Fire Fighter Edgar E. Kurtz	Engine 43
Fire Fighter Edgar L. Cannon	Hose 5
Fire Fighter George E. Fahrman	Engine 22
Engineman Harold J. Gallion	Engine 14
Deputy Chief Charles T. Gallion	Repair Shop
Captain Joseph A. Gallion	Fire Prevention
Auto. Mechanic Stephen E. Freeze	Repair Shop
Canvas Worker Joseph H. Potter	Repair Shop
Machinist, 2nd Gr. John J. Codd	Repair Shop
Fire Fighter William S. Graefe	Engine 30
Engineman Richard H. McMakin	Engine 34
Captain William E. Rudolph	Truck 8
Asst. Marine Engineer Charles Stiegler	Engine 48
Fire Fighter William H. Hoffsnider	Truck 4
Fire Fighter John M. Wojciechowski	Truck 4
Fire Fighter Albert L. Koehler	Hose 5
Fire Fighter Albin A. Niedling	Engine 19
Fire Fighter Leo W. Eibner	Engine 16
Engineman Henry Cook	Engine 53
Lieutenant Charles E. Higgins	Engine 12
Fire Fighter Alfred P. Siewerts	Engine 14
Fire Fighter Lawrence G. Lee	Repair Shop
Fire Fighter Albert F. Dorsey	Truck 26
Asst. Marine Engineer Philip J. Knieriem	Engine 16
Fire Fighter Donald J. Uhlhorn	Engine 29
Fire Fighter Louis V. Russell	Hose 1
Fire Fighter William E. Watson	Engine 18
Fire Fighter John P. Lentz	Engine 40
Fire Fighter Alfred T. Schaffer	Truck 27
Fire Fighter George W. Watson	Truck 21
Fire Fighter John Sellman	Truck 20
Fire Fighter John F. Schissler	Truck 17
Fire Fighter Frank N. Otto	Truck 3
Captain George L. Dorsey	Engine 8
Fire Fighter John H. Gleim	Engine 53
Fire Fighter Everitt W. Simpson	Hdqtrs.
Fire Fighter W. Russell Berger	Truck 23
Captain James W. Atkinson	Engine 39
Fire Fighter Lester E. Trout	Hdqtrs.
Captain Lloyd H. Britt	Truck 12
Fire Fighter Patrick J. Flynn, Jr.	Pumping Sta.
Fire Fighter George J. Doerfler	Hose 1
Lieutenant William F. Lowe	Engine 40
Lieutenant Harry S. Mainz	Engine 47
Fire Fighter John J. Manning	Engine 29

COMMENDATIONS—1957

MERITORIOUS CONDUCT

Captain John M. Frazier	Truck 16
Fire Fighter Henry F. Belzner	Truck 16
Fire Fighter Jacob J. Weiland	Truck 16
Fire Fighter Henry A. Wakefield	Truck 16
Fire Fighter Jasper L. Nesbit	Truck 16
Fire Fighter Henry C. Wiedefeld	Truck 16
Fire Fighter Perry MacBurney	Engine 6
Fire Fighter Ira B. Zentz	Engine 49

EXEMPLARY PERFORMANCE

Lieutenant Godfrey E. Rys	Truck 5
Fire Fighter Charles W. Davis	Truck 5
Fire Fighter Bernard E. Ibex	Truck 3
*Fire Fighter Milton S. Yurski	Truck 3
Fire Fighter Milton S. Yurski	Truck 3
Fire Fighter Allen H. Gosnell	Truck 10
Fire Fighter Leroy R. Hillary	Truck 10
Fire Fighter Jennings J. Norman	Engine 7
Fire Fighter Harry L. Hoffmeister	Engine 13
Fire Fighter Sylvester G. Yurek	Engine 3
Fire Fighter James C. Peleska	Engine 3
Fire Fighter Anthony J. Siwak	Engine 50
Fire Fighter William L. Jones	Ambulance 10
Fire Fighter Frank W. Beling, Jr.	Ambulance 10
Captain George C. Heise	Engine 19
Fire Fighter Vernon A. Wallace	Truck 15
Fire Fighter John T. Anderson	Truck 15
Fire Fighter Henry W. Morris, Jr.	Truck 15
Fire Fighter William S. Grahe	Truck 5
Fire Fighter George W. Miller	Truck 26
Captain Herman F. Reedy	Truck 9
Fire Fighter Earl F. Punte	Truck 9
Fire Fighter Francis A. Meehling	Truck 9
Lieutenant John N. Lynch	Truck 3
Fire Fighter Walter A. Bernadzikowski	Truck 3
Fire Fighter William A. Grant	Truck 3
Lieutenant William C. Kesting	Engine 38
Fire Fighter Edward A. Hooper	Engine 38
Fire Fighter Merriken D. North	Engine 38
Fire Fighter James W. Cotton	Engine 38
Captain Martin C. McMahon	Ambulance Service
Lieutenant Bernard F. J. Stewart	Truck 4
Fire Fighter George R. Brinkman, Jr.	Truck 4
Lieutenant Lee C. Melvin	Engine 20
Fire Fighter Albin E. Owings, Jr.	Truck 12
Fire Fighter William F. Day	Truck 12
Fire Fighter Thomas J. Pinkine	Truck 12
Fire Fighter John W. Abbott	Truck 12
Fire Fighter Marvin T. Burkindine	Truck 28
Captain W. Russell King	Truck 1
Fire Fighter George L. Keefe	Truck 1
Fire Fighter Allen E. Bramble	Engine 6
Fire Fighter Irvin R. Bauer	Engine 6
Fire Fighter William G. Gottschalk	Engine 32
Battalion Chief John S. Knoerlein	Fire Incendiary
Captain Harry R. Ballman	Fire Incendiary
Lieutenant Leonard B. Swiss	Fire Prevention
Fire Fighter John E. Booth	Engine 35
Lieutenant David B. Horner	Truck 11
Fire Fighter Albert B. Blackwell	Truck 11
Fire Fighter Frederick J. Baber	Truck 4
Fire Fighter Robert T. Burns	Truck 4
Fire Fighter Julian A. Middleton	Truck 4
Fire Fighter Gustave D. Bartholomae	Truck 11
Fire Fighter Joseph H. Gamber	Engine 5
Fire Fighter Stanley J. Sobus	Engine 51
Fire Fighter Jack DiPietro	Engine 30
Fire Fighter Donald Q. Cornish	Engine 30
Fire Fighter Ernest W. Wright	Truck 8
Asst. Supt. Albert W. Pearson	Pumping Station
Engineman John P. Mullan	Engine 6
Lieutenant William C. Croucher	Truck 15
Fire Fighter John T. Anderson	Truck 15
Fire Fighter Stephen Socha	Truck 15
Fire Fighter Herbert D. Hipsley	Truck 15
Fire Fighter Albert L. Bigger	Truck 15

** 2 Commendations*

Last Alarm

Baltimore City Fire Department

ACTIVE MEMBERS DECEASED—1957

Mate William B. Walter, Sr.	Engine 39	March 9
Fire Fighter Robert W. Grayson	Engine 4	June 9
Fire Fighter Willard C. Moxley	Water Tower 1	June 20
Fire Fighter John L. MacKenzie	Chemical 1	September 15
Fire Fighter William E. Harris	Truck 27	September 25
Fire Fighter Charles M. Fritz	Truck 30	October 30
Battalion Chief Joseph T. Sowa	Marine Div.	November 5
Fire Fighter John L. Durham	Truck 8	December 14

PENSIONED MEMBERS DECEASED—1957

Fire Fighter Charles E. Abendschoen	Chemical 4	January 20
Fire Fighter Charles E. Gill	Engine 36	January 24
Fire Fighter Harry V. Phillips	Engine 24	January 26
Asst. Engineman August F. Myers	Engine 23	January 28
Fire Fighter Herbert H. James	Truck 1	January 30
Fire Fighter John J. Blessing	Truck 14	February 9
Fire Fighter Joseph F. Challmes	Engine 24	February 9
Engineman Charles H. Bitzel	Engine 6	February 23
Fire Fighter Charles F. Hyson	Engine 18	February 25
Asst. Engineman Oliver E. Bowman	Engine 18	February 27
Fire Fighter John J. Groncki	Truck 1	March 1
Captain Eugene F. Daly	Engine 28	March 2
Fire Fighter Peter T. Schelle	Engine 16	April 2
Fire Fighter William G. Schmidt	Engine 36	April 4
Fire Fighter Arthur W. Dehne	Truck 26	April 4
Fire Fighter Gordon L. Puller	Engine 21	April 8
Fire Fighter Leo F. Slaughter	Chemical 4	April 11
Fire Fighter Hugh L. Madsen	Truck 24	April 14
Fire Fighter Henry J. Ameling	Engine 39	April 14
Fire Fighter Alexander F. Debelius	Engine 50	June 11
Fire Fighter Michael M. King	Engine 42	July 21
Engineman John J. Kelly, Sr.	Engine 57	July 30
Captain James W. Dean	Fire Prevention	August 4
Fire Fighter Joseph H. Greiser	Engine 44	August 20
Fire Fighter Andy S. Marski	Chemical 1	August 23
Fire Fighter William F. Kastner	Engine 42	September 1
Battalion Chief Charles E. May	3rd Battalion	October 10
Fireman-Water Tender Frank W. Pruchniewski	Engine 16	October 20
Lieutenant Frank P. McGarvey	Engine 31	October 25
Fire Fighter George W. Carroll	Engine 39	December 2
Fire Fighter Patrick J. Flynn, Jr.	Pumping Station	December 24
Fire Fighter Joseph W. Albrecht	Pumping Station	December 24
Captain William H. Close	Engine 1	December 24

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Annual Report

JUL 22 1959

BALTIMORE CITY FIRE DEPARTMENT
1958

THOMAS D'ALESANDRO, Jr.

MAYOR

CITY OF BALTIMORE

BOARD OF FIRE COMMISSIONERS

WILLIAM F. HILGENBERG
PRESIDENT

FRANK J. BAUER
COMMISSIONER

JOHN E. WEYER
COMMISSIONER

JOHN T. O'MAILEY
EXECUTIVE SECRETARY

BOARD OF FIRE COMMISSIONERS
WILLIAM F. HILGENBERG, *President*
FRANK J. BAUER, *Commissioner*
JOHN E. WEYER, *Commissioner*
JOHN T. O'MAILEY, *Executive Secretary*
MICHAEL H. LOTZ, *Chief of Fire Dept.*

BALTIMORE CITY FIRE DEPARTMENT
GAY AND LEXINGTON STREETS
BALTIMORE 2, MARYLAND

December 31, 1958

To the Honorable
The Mayor and City Council of Baltimore

Subject: Baltimore City Fire Department - Annual Report - 1958

Gentlemen:

The Board of Fire Commissioners submits herewith the Annual Report of events significant to the operations of the Baltimore City Fire Department during the year 1958.

The highlight accomplishment of the year was the complete survey of all Parochial, Private and Public schools made in cooperation with the Bureau of Building Inspection to determine the safety conditions of all school buildings. After close examination it was happily noted that it was not necessary to recommend the closing of any school because of imminent fire hazards.

Working conditions were substantially improved by the innovation of the 56-hour work week program. There is every indication that all members of the fire fighting forces presently on 67½ hours per week will be on the 56-hour week before the end of 1959. All members of the Fire Department received salary increases during 1958, and Assistant Enginemen were raised to the same salary level of Enginemen. Both titles were abolished in favor of the more appropriate title 'Pump Operator.' All Ambulance personnel were raised to the same salary level of the Pump Operators.

The voters of Baltimore approved a five million dollar bond issue for capital improvements in the Land and Marine Divisions, the High Pressure Pumping Station, Repair Shop, and the Fire Alarm Division. The funds authorized will make possible the replacement of many obsolete facilities which will cause an assured overall increase in efficiency and economy of operations within the Department.

Chief of Fire Department Michael H. Lotz announced his retirement on Christmas Eve, and Deputy Chief No. 1, Charles H. Knapp was pensioned after thirty-six years of exemplary service. Forty-four commendations were awarded; forty members received promotions, and twenty-eight others were retired during 1958.

The Board of Fire Commissioners is deeply appreciative of the loyalties and efficiencies of the officers and men who comprise the Fire Department; appreciation is likewise extended to the various City departments for their cooperation and assistance, as well as to the press, radio, television, civic and other organizations as well as to the many private citizens for their public spirited interest in matters relating to Fire Prevention and to the Fire Service generally. To all of these individuals and groups, the Board says "Thanks for a job well done."

Respectfully submitted,

BOARD OF FIRE COMMISSIONERS

/s/ WILLIAM F. HILGENBERG, President

/s/ FRANK J. BAUER, Commissioner

/s/ JOHN E. WEYER, Commissioner

MICHAEL H. LOTZ
CHIEF OF FIRE DEPARTMENT

CHARLES H. THIESS
DEPUTY CHIEF 1

PAUL W. REYNOLDS
DEPUTY CHIEF 2

JOHN J. KILLEN
DEPUTY CHIEF 3

ROLAND F. WETT
DEPUTY CHIEF 4

EDWARD J. SCHNEIDER
DEPUTY CHIEF 5

FRANK J. TRENNER
DEPUTY CHIEF 7
HEADQUARTERS

VERNON A. BOLTE
SUPERINTENDENT
FIRE ALARM

WILLIAM H. STAGGE
ASST. SUPT. OF
MAINTENANCE

BALTIMORE CITY FIRE DEPARTMENT

BOARD OF FIRE COMMISSIONERS

William F. Hilgenberg, *President*

Frank J. Bauer, *Commissioner*

John E. Weyer, *Commissioner*

John T. O'Mailey, *Executive Secretary*

CHIEF OF FIRE DEPARTMENT

Michael H. Lotz

DEPUTY CHIEFS

1—Charles H. Thiess
2—Paul W. Reynolds
3—John J. Killen
4—Roland F. Wett
5—Edward J. Schneider
7—Frank J. Trenner
Vernon A. Bolte, *Superintendent of Fire Alarm*

BATTALION CHIEFS

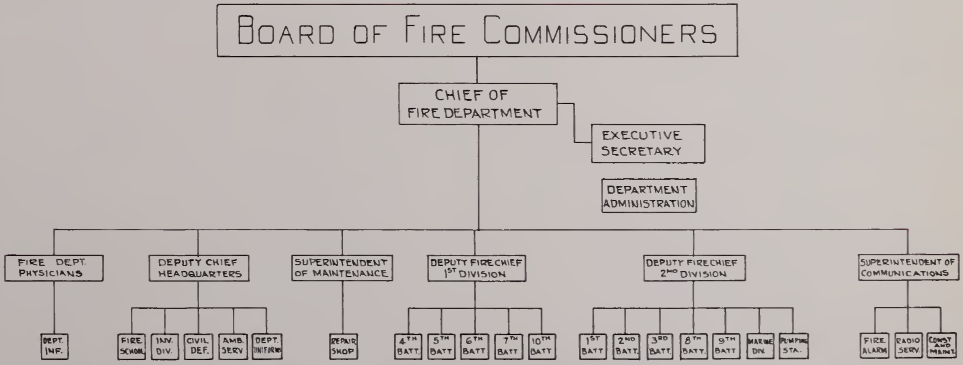
1—Henry G. Ey
2—Otto F. Beverungen
3—Elmer W. Moreau
4—Anthony P. Sim
5—George H. Redmon
6—George E. Moeller
7—John P. Kimmitt
8—Michael M. Mackin
9—Vincent J. Simansky
10—John A. Koutnik
11—Joseph L. Paulus
12—Oscar C. Jensen
13—Walter C. Bautro
14—Joseph Schamberger
15—John E. Ege
16—Thomas F. Potter
17—Henry M. Smith
18—John G. Kollmann
19—James H. Barnes
20—Emory J. Kempf
30—Martin A. Demek
31—George L. Klein
32—Christian F. Reynolds
33—Leonard J. Kubski
34—Joseph P. Piechocki
21—Walter A. Broll, *Marine Division*
22—William L. Brown, *Marine Division*
23—John E. Thomas, *Fire School*
24—Michael W. Horan, *Fire Prevention Bureau*
25—John S. Knoerlein, *Fire Incendiary Bureau*
26—William H. Stagge, *Asst. Supt. of Maintenance*
27—William J. McCarthy, *Radio Service*
Francis H. Tipton, *Chief Lineman*
29—William H. Burton, *Supt. of Pumping Station*

FIRE DEPARTMENT PHYSICIANS

Dr. Frank N. Ogden

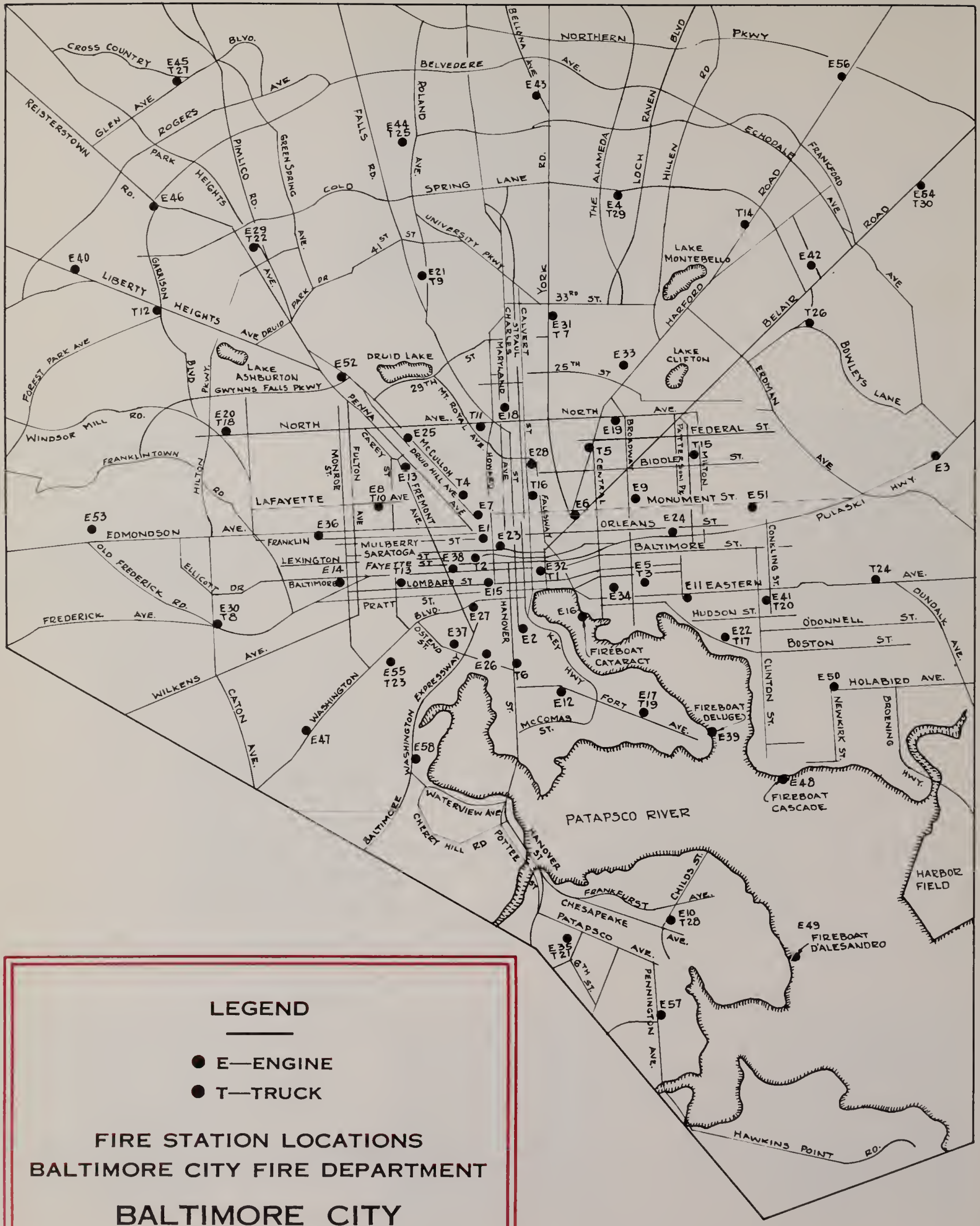
Dr. Kirk Moore

Dr. Joseph R. Liberto
(Alternate Physician)



BALTIMORE CITY FIRE DEPARTMENT

ORGANIZATIONAL CHART 1958



LEGEND

● E—ENGINE

● T—TRUCK

FIRE STATION LOCATIONS
BALTIMORE CITY FIRE DEPARTMENT

BALTIMORE CITY

LOCATION OF COMPANY QUARTERS

ENGINE	TRUCK	HOSE	LOCATION	CHIEF	AMBULANCE	OTHERS
1			323 North Paca Street			Flood Light 1, RE-1
2			800 Light Street	BC-6		
3			Pulaski Highway and Lakedale Avenue			RT-5, RO-3
4	29		Cold Spring Lane and Arlington Avenue			RE-4
5	3		251 South Ann Street			
6			416 North Gay Street	BC-2		RE-6, RO-4
7			700 North Eutaw Street			RE-7
8	10		1505-07 West Lafayette Avenue			RE-8
9			1713 East Madison Street			RE-9
10	28		Chesapeake Avenue and Childs Street		9	RE-10
11			2301-05 Eastern Avenue	BC-1	2	RE-11
12			401 East Fort Avenue			RH-4, RA, RO-6
13			Fremont and Myrtle Avenues	BC-4	4	RE-13, RO-10
14			1908-24 Hollins Street	BC-10		RE-14, RO-2
15		2	308-10 West Lombard Street	BC-5		RE-15
16 (FB)			Foot of President Street	BC-21		Fire Boat "Cataract"
17	19		1426 East Fort Avenue			RE-17, RO-11
18			115 West 21st Street			RC-4
19			1601 East North Avenue	BC-8	3	RE-19, RO-5
20	18		3130 West North Avenue	BC-7	8	RT-18
21	9		3726 Roland Avenue		11	RE-21
22	17		Linwood Avenue and O'Donnell Street			RT-17
23			226 West Saratoga Street	DC-1	1	RE-23, RO-9
24			214½ North Patterson Park Avenue			
25			2140 McCulloh Street			RE-25, RA
26			140 W. West Street		5	RE-26
27			533-35 Washington Boulevard			RE-27
28			1302 Guilford Avenue			RE-28, RA
29	22		4314 Park Heights Avenue			RE-29, RT-22
30	8		3220 Frederick Avenue		12	
31	7		3121-25 Greenmount Avenue			
32	1		14 South Gay Street		7, DA	
33			1751 Gorsuch Avenue			RT-6, (RE-33 at Fire School)
34		5	316-18 South Caroline Street			RO-8
35	21		3701 Fifth Street, Brooklyn			
36			2229-41 Edmondson Avenue			RT-10
37			1204 Ridgely Street			RE-37
38			756-58 West Baltimore Street			RE-38
39 (FB)			Fort McHenry			Fire Boat "Deluge"
40			5200 Liberty Heights Avenue			
41	20		520-22 South Conkling Street			Chemical 1, RE-41, RC-1
42			3923 Southern Avenue			
43			418 Lyman Avenue			
44	25		2 Upland Road, Roland Park	BC-9		
45	27		Cross Country Boulevard and Glen Avenue			RE-45, RT-9, RO-7
46			5116 Reisterstown Road			
47			2608 Washington Boulevard			RE-47
48 (FB)			Pier 3, Canton			Fire Boat "Cascade"
49 (FB)			Wagner's Point			Fire Boat "D'Alesandro"
50			4700 Holabird Avenue		10	
51			646 North Highland Avenue			
52			3515 Woodbrook Avenue			
53			614 Swann Avenue			
54	30		5821 Belair Road			RE-54
55	23		1400 Carroll Street			RE-55
56			6514 Harford Road			
57			4427 Pennington Avenue			Chemical 2
58			2425½ Annapolis Road			
	2		104 North Paca Street			Water Tower 1
	4		929-31 McCulloh Street			RT-4
	5		1500 Harford Avenue			
	6		1227 South Hanover Street			RC-2
	11	3	401-03 West North Avenue	BC-3		RO-1
	12		3901 Liberty Heights Avenue			
	13		43 South Carey Street			
	14		4522 Harford Road		6	
	15		1221-23 North Montford Avenue			
	16		831 North Calvert Street			RA
	24		5714 Eastern Avenue			
	26		4300 Mannasota Avenue			
		1	10-12 South Gay Street	DC-2		Flood Light 2

LEGEND —

BC—Battalion Chief
DC—Deputy Chief
RA—Reserve Ambulance
RE—Reserve Engine
RT—Reserve Truck
RC—Reserve Chemical
RO—Reserve Officers Car
DA—Department Ambulance
FB—Fire Boat

FIRE OPERATIONS

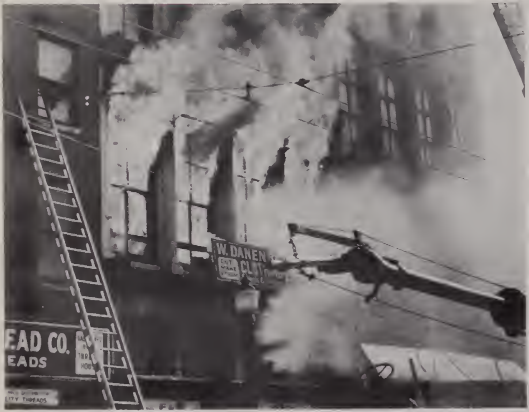
FIRE LOSS

1958	$4,463,212.81
1957	$4,928,271.98
1956	$8,124,523.81
1955	$5,917,102.39

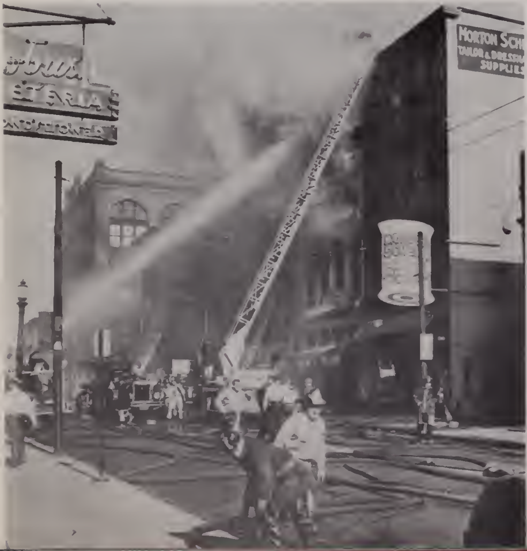
MULTIPLE ALARMS

	1958	*1957*	*1956*
2nd Alarms	28	27	33
3rd Alarms	5	5	11
4th Alarms	7	4	4
5th Alarms	3	4	1
6th Alarms	5	4	9
8th Alarms	2	0	4
10th Alarms	1	0	2
	51	44	64

Canopy of Flame



Frontal Operations



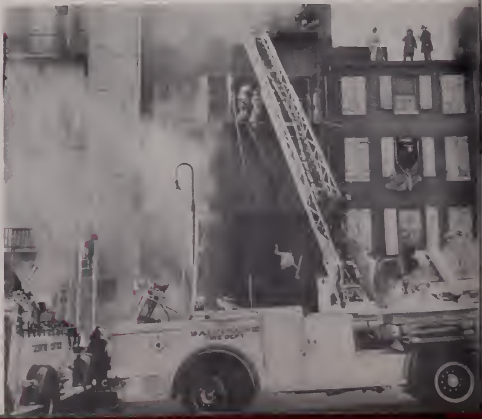
5-ALARM FIRE
400 BLOCK WEST BALTIMORE STREET
SATURDAY, JUNE 7, 1958, 8:30 A.M.

A group of 4-story loft buildings were endangered when fire started on the upper floors and threatened to involve the entire block of buildings.

At the height of the blaze, a canopy of flame blew across Baltimore Street from the 4th floor windows and a towering column of smoke hung over the burning structure.

Fire fighters courageously battled through dense smoke and flames from all approaches to keep the fire from reaching the many combustible items stored on the other floors and within a remarkably short period the fire was under control.

Approach from Rear



COMMUNICATIONS

The Fire Alarm Office dispatched fire apparatus or ambulances on 44,070 occasions during the year, a slight decrease over the two previous years.

	1958	*1957*	*1956*
Box alarms—actual emergencies	2,418	2,601	2,657
False box alarms	1,042	1,130	1,091
Silent (Telephone) alarms—actual emergencies	10,023	10,334	10,105
False silent alarms	452	361	330
Special alarms	96	123	142
Total alarms dispatched	14,031	14,549	14,325
Ambulance calls	30,039	29,964	30,349
Total alarms and ambulance calls	44,070	44,513	44,674

RADIO SERVICE

The Fire Department operates five base station transmitters, using call letters KGC-220, on a frequency of 154.31 megacycles. These transmitters maintain uninterrupted communications with 184 mobile radio units, using the call letters KC-4769, and operating on a frequency of 154.07 megacycles.

Radio communications have proved to be invaluable to the department in the dispatching of fire apparatus, fire boats and ambulances.

Construction Crew

TELEPHONE SERVICE

On Wednesday, May 28, 1958, at 9:00 A.M., the installation of automatic dial telephone system to replace the old-style manual system was completed by the C. & P. Telephone Company, assisted by personnel of the Fire Alarm Telegraph Department. The operation of the new dial system has greatly relieved the amount of calls formerly handled by the telephone operators for interdepartmental communications, and has expedited the operations generally.

CONSTRUCTION AND MAINTENANCE

Installation of fire alarm boxes at new locations has brought the total to 2004 fire alarm boxes now in service. Forty-four boxes were damaged by automobiles and other vehicles, and either repaired or replaced.

The overhead lines of the Fire Alarm System were badly damaged by snow storms during February and March, and thirty-two circuits were completely rebuilt as a result.

Approximately 60,000 feet of wire and cable were installed in maintaining and expanding the network of fire alarm circuits. This included extension of the signal system to the new quarters of the fire boat, *Mayor Thomas D'Alesandro, Jr.*, located at Wagner's Point.

FIRE DEPARTMENT SERVICE–1958

COMPANY	ALARMS RESPONSE						SILENTS	SPECIALS	TRANSFERS	TOTAL NO. OF RUNS	TIME AWAY FROM QUARTERS	
	1	2	3	4	5	6					HOURS	MINUTES
Engine 1	47	50	3	—	—	—	138	1	—	239	199	40
Engine 2	203	6	5	—	—	—	111	13	—	338	275	34
Engine 3	101	—	—	—	—	—	145	1	—	248	270	23
Engine 4	107	4	2	—	—	1	239	—	15	368	298	45
Engine 5	221	3	3	1	1	1	155	1	11	397	246	44
Engine 6	381	5	1	6	3	2	199	2	—	599	308	43
Engine 7	268	6	2	1	4	1	273	2	—	557	350	40
Engine 8	405	7	2	1	3	2	289	2	6	717	378	20
Engine 9	420	7	3	—	—	2	238	2	—	672	308	05
Engine 10	88	—	—	—	—	—	69	—	—	157	99	09
Engine 11	163	2	—	1	—	—	68	1	—	235	160	06
Engine 12	123	2	3	—	1	—	168	—	—	297	164	48
Engine 13	477	3	2	5	—	2	250	1	—	740	338	09
Engine 14	248	1	4	1	1	2	357	2	—	616	398	11
Engine 15	215	11	5	1	1	—	89	3	—	325	238	09
Engine 16	59	—	1	—	—	—	3	2	4	69	24	30
Engine 17	44	—	4	1	—	—	94	1	5	149	112	32
Engine 18	275	2	4	2	—	—	239	1	—	523	299	—
Engine 19	421	—	1	3	—	6	390	1	1	823	420	07
Engine 20	168	1	1	3	—	2	296	2	5	478	277	26
Engine 21	85	—	2	—	—	2	171	1	10	271	227	14
Engine 22	169	6	—	—	—	—	99	4	9	287	252	40
Engine 23	191	4	6	1	3	1	94	—	—	300	230	34
Engine 24	252	9	—	1	1	—	201	2	—	466	269	41
Engine 25	354	1	1	5	2	1	323	—	—	687	428	47
Engine 26	311	4	3	2	1	2	86	—	—	409	275	57
Engine 27	171	4	3	4	1	—	97	1	1	282	235	50
Engine 28	281	9	1	3	—	3	261	2	—	560	352	31
Engine 29	135	4	3	—	1	—	228	—	13	384	248	34
Engine 30	144	1	—	1	—	2	200	—	7	355	252	58
Engine 31	183	4	2	—	—	—	266	1	—	456	275	16
Engine 32	220	9	1	2	3	1	149	2	—	387	227	41
Engine 33	229	1	2	1	1	2	145	1	—	382	230	41
Engine 34	272	4	1	1	3	1	163	2	2	449	251	55
Engine 35	209	—	—	—	—	—	136	3	1	349	215	08
Engine 36	324	1	2	2	1	—	197	1	—	528	291	33
Engine 37	202	2	3	2	1	—	97	1	—	308	239	12
Engine 38	317	7	5	1	—	1	277	—	1	609	365	21
Engine 39	51	—	—	—	—	—	5	12	—	68	62	45
Engine 40	86	—	—	1	—	—	153	—	—	240	144	45
Engine 41	243	—	—	—	—	—	226	1	2	472	368	18
Engine 42	139	1	—	1	—	—	116	—	—	257	189	43
Engine 43	80	—	—	—	—	1	158	1	—	240	240	35
Engine 44	96	3	—	—	—	—	104	—	—	203	167	41
Engine 45	80	—	1	—	—	—	200	1	1	283	192	13
Engine 46	171	3	—	—	—	1	298	2	—	475	258	19
Engine 47	95	1	3	1	1	1	78	1	—	181	150	31
Engine 48	19	—	1	1	—	—	13	2	26	62	43	23
Engine 49	23	—	—	—	—	—	17	9	2	51	103	51
Engine 50	194	2	2	—	—	—	175	—	—	373	232	34
Engine 51	237	3	1	—	—	—	254	1	1	497	355	16
Engine 52	213	3	1	2	—	1	171	4	—	395	244	48
Engine 53	85	—	—	—	—	2	173	1	—	261	164	36
Engine 54	83	—	—	—	—	—	127	4	9	223	182	21
Engine 55	148	6	3	1	1	—	89	1	5	254	218	03
Engine 56	83	—	—	—	—	—	135	—	—	218	124	51
Engine 57	77	—	—	—	—	—	105	1	—	183	133	06
Engine 58	191	1	1	1	—	1	234	—	—	429	289	54

FIRE DEPARTMENT SERVICE—1958

COMPANY	ALARMS RESPONSE						SILENTS	SPECIALS	TRANSFERS	TOTAL NO. OF RUNS	TIME AWAY FROM QUARTERS	
	1	2	3	4	5	6					HOURS	MINUTES
Truck 1	238	8	—	—	—	—	143	2	—	391	229	04
Truck 2	226	8	2	2	—	—	227	—	—	465	380	55
Truck 3	235	7	1	2	—	—	194	2	8	449	251	23
Truck 4	302	5	1	1	—	—	200	5	—	514	350	54
Truck 5	269	4	—	2	—	—	276	—	—	551	277	50
Truck 6	183	4	1	3	—	—	138	20	—	349	200	58
Truck 7	109	3	2	1	—	—	129	—	24	268	272	42
Truck 8	124	—	—	—	—	—	134	1	—	259	187	02
Truck 9	58	2	—	—	—	—	67	—	—	127	98	18
Truck 10	327	4	3	3	—	—	403	1	7	748	387	06
Truck 11	210	—	—	1	—	—	377	—	1	589	301	47
Truck 12	63	1	—	—	—	—	133	—	—	197	93	48
Truck 13	191	10	—	1	—	—	260	7	—	469	351	19
Truck 14	50	2	—	1	—	—	96	—	4	153	101	19
Truck 15	172	2	2	—	—	—	210	1	2	389	222	—
Truck 16	143	7	—	2	—	—	148	—	—	300	178	38
Truck 17	85	2	1	—	—	—	55	—	17	143	159	39
Truck 18	146	1	—	—	—	1	167	—	11	326	184	46
Truck 19	44	—	—	1	—	—	47	—	—	92	59	09
Truck 20	112	1	—	—	—	—	131	1	4	249	225	14
Truck 21	171	3	—	—	—	—	68	3	—	245	144	05
Truck 22	78	1	1	—	—	—	131	1	—	212	113	09
Truck 23	136	2	1	1	—	—	121	1	10	272	180	36
Truck 24	99	4	—	—	—	—	181	3	—	287	179	27
Truck 25	27	—	—	1	—	—	54	—	—	82	85	32
Truck 26	132	1	1	—	—	—	164	1	2	301	165	20
Truck 27	52	—	—	1	—	—	107	—	1	161	122	09
Truck 28	38	—	—	—	—	—	41	—	—	79	75	08
Truck 29	76	2	1	—	—	—	99	—	1	179	116	44
Truck 30	31	—	—	—	—	—	41	3	5	80	62	16
Hose 1	52	3	—	—	—	—	—	—	—	55	22	19
Hose 2	73	—	—	—	—	—	—	—	—	73	33	47
Hose 3	227	—	—	—	—	—	221	1	8	457	195	45
Hose 5	137	—	—	—	—	—	4	—	8	149	55	42
Chemical 1	67	—	—	—	—	—	—	—	—	67	50	09
Chemical 2	32	—	—	—	—	—	—	—	—	32	24	16
Chemical 3	116	2	—	—	—	—	—	—	—	118	54	11
Chemical 4	120	—	—	—	—	—	—	—	—	120	45	21
Water Tower 1	116	18	—	—	—	—	—	—	—	134	51	23
Flood Light 1	76	13	3	—	—	—	—	2	—	94	151	57
Flood Light 2	104	13	—	—	—	—	—	12	—	129	151	15

FIRST TEN ENGINE COMPANIES—SERVICE

1—Engine 19	823
2—Engine 13	740
3—Engine 8	717
4—Engine 25	687
5—Engine 9	672
6—Engine 14	616
7—Engine 38	609
8—Engine 6	599
9—Engine 28	560
10—Engine 7	557

FIRST TEN TRUCK COMPANIES—SERVICE

1—Truck 10	748
2—Truck 11	589
3—Truck 5	551
4—Truck 4	514
5—Truck 13	469
6—Truck 2	465
7—Truck 3	449
8—Truck 1	391
9—Truck 15	389
10—Truck 6	349

MULTIPLE ALARMS OF FIRE—1958

DATE	NO. OF ALARMS	LOCATION	OCCUPANT
JANUARY			
10	2	337 N. Gay Street	Capital Generator Co.
13	2	3209 Belair Road	Tavern and Dwelling
16	2	2 Elmhurst Road	Roland Park Presbyterian School
21	2	224 Gay Street	Store Front and Dwelling
26	2	1019 S. Fremont Avenue	Leroy Singletary
FEBRUARY			
3	2	5103 Denmore Avenue	Petach Tikvah Synagogue School
6	2	2924 Harford Road	Ernest V. Anderson
15	2	1506 W. Mulberry Street	V. Johnson
18	8	920-22 W. 36th Street	Sandlers Inc.
18	3	1006 N. Arlington Avenue	Fransee Rice and Others
19	4	918 W. Pierce St.	Corine Branch
23	8	109 Landwehr Lane	Norman Strippy
23	2	700 N. Charles St.	Washington Pork Co. Inc.
MARCH			
2	2	434 N. Calvert Street	John Sikales
2	2	508 Woodside Avenue	Edward L. Kirgon
4	3	4901 Pulaski Highway	Harry C. Weiskittel Co.
12	2	214-16 S. Franklintown Road	Wagner & Correll Bakery
22	2	1515 S. Haven Street (rear)	Premium Bag Co.
APRIL			
4	2	20-22 E. Centre Street	Coronet Lounge
22	6	1515 Open Street	Kavanaugh Products Corp.
26	2	640 W. Pratt Street	Stewarts Department Store Warehouse
MAY			
3	2	527 N. Haven Street	Consolidated Rubber Co.
JUNE			
7	5	414 W. Baltimore Street	Harry Lerune
8	2	1813 Westphal Place	Margaret Gelwich
16	4	N.E. corner Fallsway and Hillen Street	Unoccupied
16	2	819 North Point Road	Superior Scrap Iron Co.
21	10	1930 Clifton Avenue	Western Mill & Lumber Co.
25	5	4401-03 York Road	Weather Mastic Inc.
JULY			
4	6	1701 Patapsco Avenue	Food Machinery & Chemical Corp.
29	4	661-65 W. Baltimore Street	Exchange Furniture Co.
AUGUST			
1	3	Foot of Mertens Avenue	Rukert Terminal Corp.
1	6	114 W. North Avenue	McSweeney Pontiac
11	3	1037 Light Street	Bowman's Restaurant
28	2	2-8 E. Pratt Street	Old Line Candy Co.
29	2	1701 Patapsco Avenue	Food Machinery & Chemical Corp.
SEPTEMBER			
1	3	1231 E. Lafayette Avenue	Voneiff-Drayer Co.
9	4	5704 Roland Avenue	Unoccupied Building
28	2	2201 Eutaw Place	Unoccupied Building
OCTOBER			
2	2	935 N. Central Avenue	St. Francis Xavier School
12	4	1527 Eutaw Place	Rudolph Lewis
16	2	7100 Pulaski Highway	Wilmer West
21	2	20 N. Exeter Street	T. Rose
NOVEMBER			
19	2	213 E. Lafayette Avenue	M. Thompson
30	4	3136 Eastern Avenue	F. H. Durkee Enterprises
DECEMBER			
6	6	915-33 Ridgely Street	Public School No. 129
8	6	1810 Worcester Street	Md. Wiping Cloth Co.
11	2	4221 Erdman Avenue	Mahoney Brothers
15	5	2304-06 Frederick Avenue	Stylewood Inc.
17	2	403 N. Charles Street	Gordon's Children Store
17	2	1003 E. Lombard Street	Angelos No. 2 Restaurant
28	4	216 Longwood Rd.	Thomson King
TOTAL	51		

MARINE DIVISION

Airview—The World Port of Baltimore—Northwest Branch

Fireboat "Cascade"

Fireboat "Deluge"

Fireboat "Cataract"

Fireboat "Mayor Thomas D'Alesandro, Jr."

Baltimore is the largest city in Maryland and the second port in foreign-trade tonnage in the United States—the sixth largest city in the Nation.

The Port of Baltimore consists of 46 miles of waterfront and is lined with many nationally known manufacturing plants, making it one of the greatest industrial harbors in the world.

On innumerable occasions the officers and men assigned the four fireboats of the Marine Division have demonstrated the value and importance of teamwork during fire fighting operations.

The land fire fighting companies have found the boats a ready and willing source for supplying their hose lines and the 'big guns' of the fireboats have proven to be an invaluable assist in fighting fires on or near the piers.

Fireboats have often prevented serious damage, by their quick response, in taking into tow vessels that have broken loose of their moorings and also on many times they have responded to pump out sinking vessels in the Baltimore Harbor.

Vital statistics of Fireboat MAYOR THOMAS D'ALESANDRO, JR.,
commissioned September 14, 1956

Length	103′–8″
Width	21′–8½″
~~Draft~~	11′
Speed	15 MPH
Pump Capacity	12,000 GPM
Horsepower	1320
Total cost	$530,000.00 (approx.)

INFIRMARY

	1958	1957	1956
Illness	1559	1756	1507
Treotments for Illness	4317	4685	4462
Days Lost for Illness	7634	4915	4863
Injuries	492	550	512
Treatments for Injuries	1725	1977	1642
Days Lost for Injuries	4566	5488	4799
Average Days Lost per man per year	6.2	5.5	5.2
Deaths—			
Line of Duty	1	1	2
Other than Line of Duty	10	8	4
Minor Operations performed at Infirmary	122	165	149

Other services rendered at the Infirmary include Diothermy, Medcolator and Whirlpool Treatments; Tetanus and Penicillin Inoculations; Electro-cardiograms, Physical Surveys, and also assisting the City Service Commission in examining prospective new Fire Fighters.

MOBILE HOSPITAL UNIT

The Mobile Hospital Unit responded to 46 alarms of fire from when it was received—February 3, 1958—to the end of 1958.

This vehicle is quartered in the same fire house—Truck No. 1—as the Department Infirmary.

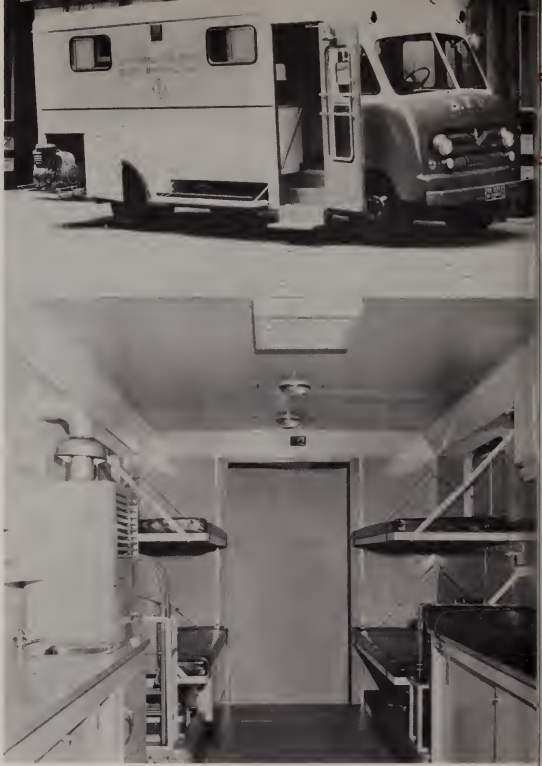
The Lieutenants assigned the Infirmary drive the unit to the fireground on all multiple alarms of fire. The Department Physician on duty will also respond to tend the medical needs as they occur on all 3rd alarms or greater.

The new Mobile Hospital Unit replaces a standard transport-type ambulance that had served as the department ambulance. It was custom-built on a 1½-ton Ford chassis by the Gerstenlager Company of Wooster, Ohio. Its overall measurements are: Length 22 feet, 3 inches; width 8 feet; height 10 feet, 5 inches, and provides ample room inside for the care of patients. A space 14 feet, 6 inches is provided to the rear of the driver's seat, while the interior width is 7 feet, 3 inches. The minimum interior height is 6 feet, 6 inches.

Six ceiling lights, which can be operated either from the battery or from an auxiliary generator, provide interior lighting, while a spotlight provides for the doctor to do inside "close" work. Oscillating fans and an exhaust fan take care of ventilation.

Enough equipment is available in the unit to allow surgeons to perform minor surgery. In addition, medications are carried to handle most emergencies that would occur at fires. Two combined resuscitator-inhalator-aspirator units, with spare cylinders of oxygen, are also included.

Among miscellaneous items carried are four metal chairs, an ambulance-carrying chair, an orthopedic stretcher, and a canvas army-type field stretcher.



Baltimore's new Mobile Hospital Unit—put into service February 3, 1958 to provide modern medical facilities on the fireground to members of the Fire Department

The vehicle is equipped with a thermostatically controlled LP gas heater, with the fuel tanks in an exterior compartment. The heater makes it possible for fire fighters who have gotten wet and chilled at a fire to get warm.

The exterior color scheme of the wagon is a white body, trimmed in red. Flashing red warning lights are provided front and rear, with a siren mounted above the windshield.

The exterior panels of the wagon are of 22-gauge metal; the rear end, sides and ceiling are insulated with 2-inch fiber glass material and there are four sliding glass panel windows, two on each side.

A full-vision windshield is provided. Constant communications are provided by Fire Department radio.

Normal procedure on the fireground calls for seriously injured fire fighters to be transported to the hospital by a municipal ambulance after original treatment is given in the mobile hospital. If the necessity arises, fire fighters can be transported directly to the hospital in the mobile hospital unit.

AMBULANCE SERVICE

MUNICIPAL AMBULANCE SERVICE—1958

Ambulance No.	Location	*Number of Calls*
1	Engine No. 23	3076
2	Engine No. 11	3686
3	Engine No. 19	4014
4	Engine No. 13	4390
5	Engine No. 26	2540
6	Truck No. 14	1871
7*	Truck No. 1	2108
8	Engine No. 20	2362
9	Engine No. 10	949
10	Engine No. 50	1431
11	Engine No. 21	2038
12	Engine No. 30	1574

* *Used primarily to handle indigent litter cases for the Health and Welfare Department, during daylight hours only.*

STATISTICS

	1957	*1958*
Accidents	8,367	8,941
Sick	18,731	18,249
Ambulance not required	2,871	2,849
Total	29,969	30,039
Highway Calls	7,691	7,494
Residence Calls	12,852	12,022
Hospital Calls	6,555	7,674
Ambulance not required	2,871	2,849
Total	29,969	30,039

598 babies were born during 1958 under the care of the Ambulance Crews. The ambulances traveled a total of 125,000 miles during 1958.

The Research and Development Division of the Surgeon General, Department of the Army, determined through experiment that the Holger Nielsen, back-pressure, arm-lift, method of emergency artificial respiration, which had for many years been nationally accepted as the best method, was not sufficiently effective for reviving unconscious, non-breathing victims of drowning, electric shock, brain injury, strokes, poisoning, etc.

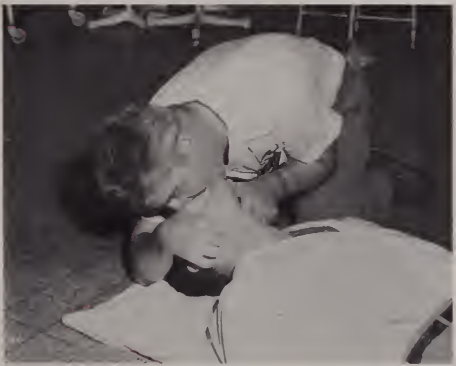
Dr. Peter Safar, Anaesthesiologist of the Baltimore City Hospital was one of the three doctors commissioned by the Army to study this problem in an effort to devise some acceptable method that would be truly effective in reviving non-breathing persons. Captain Martin C. McMahon of the Baltimore City Fire Department Ambulance Service lent much assistance to Dr. Safar in the multitude of tests and experiments that ultimately led to the conclusion that 'Mouth-to-Mouth' breathing is an extremely effective way of applying artificial respiration.

The technique these gentlemen devised to employ mouth-to-mouth breathing is explained in a remarkably comprehensive training manual they had published on the subject.

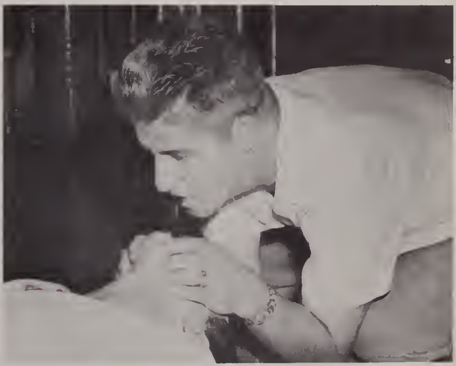
Dr. Safar and Captain McMahon also devised an ingenious pocket-size tube, known as the 'Air-way'. This device allows the rescuer to apply the breathing technique without the necessity of making physical contact with the victim.

The U.S. Army, the Red Cross, and many other similarly interested organizations throughout the Nation, have adopted the Mouth-to-Mouth method of applying artificial respiration, and now all members of the Baltimore City Fire Department's fire fighting forces and ambulance service have been thoroughly trained in this life-saving technique.

The Department is proud to have been actively represented in the development and progress of this aid to mankind.



Mouth-to-Mouth



Mouth-to-Airway

TRAINING

BASIC TRAINING

New Fire Fighters are sent to the Fire School on the first day of their appointment for an eight week training course, covering the basic fundamentals of fire fighting and related subjects. The new men attend the School Monday through Friday, and on Saturday they report to their assigned companies for practical experience.

Four classes totaling 195 new members completed basic training during 1958.

COMPANY TRAINING

Each shift of all companies reports with their apparatus to the Fire School at least three times each year for training in fire fighting, driving and pumper operations. The fire training consists of actually fighting fires in the many outstanding fire-fighting training facilities at the School.

1522 officers and members received training in the handling of fire apparatus and other vehicles at the Fire School. In addition, all drivers were subjected to a test of their reflexes on the reaction indicator, and an eye test on the Keystone Telebinocular machine.

Officers and members of Truck Companies attending School maneuver their aerial ladder and place the aerial ladder pipe into operation, in addition to other drills performed at the School.

Engine Companies completed the pump operators' course, and all pumpers were tested in accordance with N.B.F.U. recommendations.

OFFICER TRAINING

78 fire fighters on the eligible list for promotion to fire lieutenant attended four 4-hour Officer Candidate classes covering fire prevention inspection procedures and reports, arson investigation and general report writing.

Each officer of the Department attended five 2-hour lecture-demonstrations as follows:

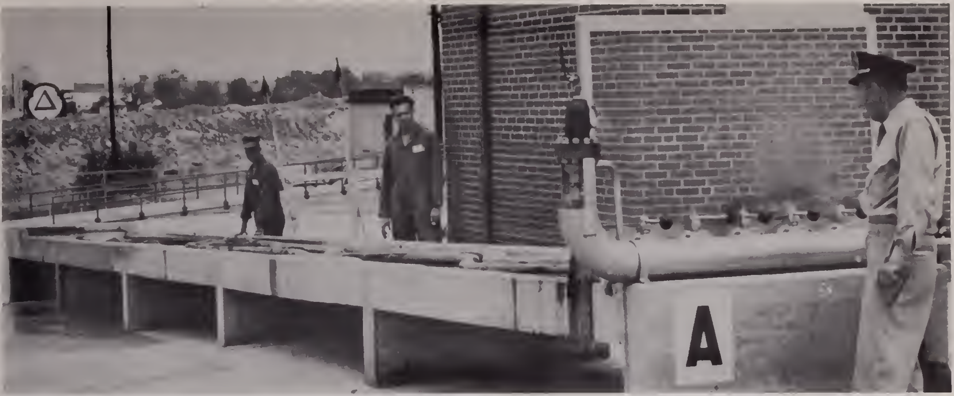
1. "Waterfront Fire" conducted by Battalion Chief John E. Thomas and Captain J. William Hoffman of the Fire School.
2. "Church Fire" and "Scientific Fire Control Pre-Planning", conducted by Deputy Chief Frank J. Trenner, Headquarters, and Battalion Chief John E. Thomas.
3. "Arson" and "Fire Prevention" by Deputy Chief Frank J. Trenner and Battalion Chief John S. Knoerlein, Fire Investigation Bureau.
4. "Officers' Responsibility and Leadership", by Mr. Robert C. Byrus, Director of Fire Service Extension, University of Maryland.
5. "Arson Investigation and Fire Fighters' Responsibilities at Fires", by Mr. F. I. Caruso, Special Agent, National Board of Fire Underwriters.

SPECIAL TRAINING

Thirty-three Fire Officers with two Captains and four Lieutenants of the Police Department attended a three-day, 27 hour, Instructor's Course in Radioactive Materials and Hazards at the Fire School. Conducting this course were Mr. George S. Miles and Mr. Francis L. Brannigan, Safety Engineers for the United States Atomic Energy Commission.

825 members of the Fire Department and 176 members of the Baltimore City Police Department completed a 16-hour Radiological Meter Operator's Course conducted by the Fire School Instructors in cooperation with the Baltimore City Civil Defense Organization.

Demonstrations of fire fighting, rescue practices, and other interesting feats were presented at the Fire School during Fire Prevention Week. More than 6,000 school children attended during the daytime, and another 4,000 adults and children watched the show at the two night demonstrations.



For safety the gate valves used to charge hose on test are located behind a plexiglass shield. The concrete stand slopes 2.75 feet to permit drainage. Pump equipment is mounted in brick building in immediate background—Photo courtesy Worthington Corp.

HOSE TESTING FACILITY

Included in the modern equipment of the City of Baltimore's Fire Training School is a special hose test facility. By use of this new installation, all of the Department's hose is now subjected to the same rigid and controlled test standards. Simultaneously or individually, the device is capable of testing six sections of hose without deactivating the system. By incorporating the installation as a unit of the instructional facilities of the new Fire School, the mechanics of hose testing may be taught currently with other elements which involve hose operation and maintenance.

By its use, too, hose inspection time has been kept to a minimum and testing can be done almost as fast as the hose can be coupled to the manifold. When a new shipment of 5,000 feet or more is to be inspected, this may mean the saving of many valuable man-hours.

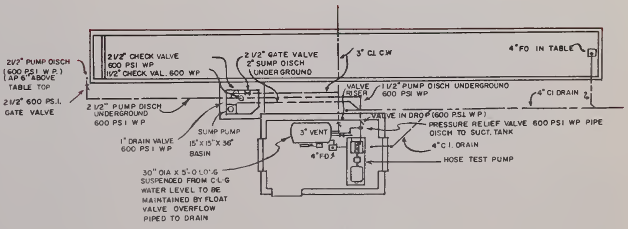
To insure a maximum of safety, Baltimore tests all new hose before it is placed in service. Previously when a shipment of hose was received, it was distributed to each individual fire company for inspection. This involved many tedious as well as strenuous man-hours on the part of the firemen because it was necessary to haul the now obsolete testing unit to each company. This was a hand-operated plunger pump powered by four firemen and capable of developing a maximum pressure of 400 psi. It could test two 50-foot sections of hose at one time.

The piping diagram briefly illustrates the simplicity of the new system. High pressure is developed by a Worthington 1½- x 2-inch vertical triplex piston pump and is controlled at the test stand by means of a relief valve normally set for 600 psi, the present fire department standard.

When the system is activated, the operator may set the pressure to any desired condition, should a change be required, and inspect at will the hose on test for any flaws which might have occurred from long use or wear. Water from the pump is piped to a manifold which is situated behind a plexiglas shield; individual gate valves control each hose line and the shield offers protection to the operators in case of hose burst. The stand itself is constructed of concrete and is pitched to permit drainage of waste water.

The entire installation is considered a good investment both from the viewpoint of its low initial cost, and its ability to provide the necessary safety factor with speed in inspecting hose under high pressures.

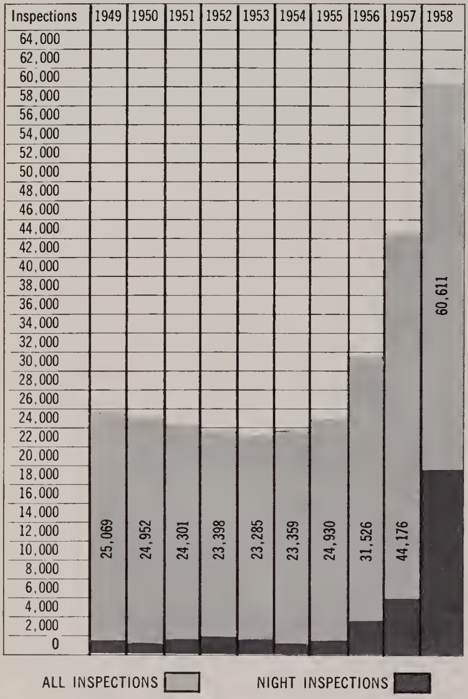
Approximately one-quarter million feet of fire hose was tested on this facility during the year 1958.


2 1/2" PUMP DISCH (600 PSI W.P.) (AP 6" ABOVE TABLE TOP
2 1/2" 600 PS.I. GATE VALVE
2 1/2" CHECK VALVE 600 PSI WP
1 1/2" CHECK VAL. 600 WP
2 1/2" GATE VALVE
2" SUMP DISCH UNDERGROUND
3" CI. C.W
4" FD IN TABLE
VALVE RISER
1 1/2" PUMP DISCH UNDERGROUND 600 PSI WP
4" CI DRAIN
2 1/2" PUMP DISCH UNDERGROUND 600 PSI W P
VALVE IN DROP (600 P.S.I. W P)
PRESSURE RELIEF VALVE 600 PSI WP PIPE DISCH TO SUCT. TANK
SUMP PUMP 15" X 15" X 36" BASIN
1" DRAIN VALVE 600 PSI W P
3" VENT
4" FD
4" C I. DRAIN
HOSE TEST PUMP
30" DIA X 5'-0 LONG SUSPENDED FROM C-L-G WATER LEVEL TO BE MAINTAINED BY FLOAT VALVE OVERFLOW PIPED TO DRAIN

MECHANICAL PLAN HOSE TEST

FIRE PREVENTION

TOTAL INSPECTIONS MADE BY OFFICERS OF THE FIRE PREVENTION BUREAU DURING 1957—44,176



FIRE PREVENTION BUREAU—PERSONNEL

Battalion Chief	1	Fire Fighters	2
Captains	8	Fire Fighter Clerk	1
Lieutenants	9	Senior Clerk Typist	1
			22

The Fire Prevention Bureau in cooperation with the Bureau of Building Inspection initiated a very careful survey to determine the safety conditions of all Public, Parochial and Private schools in Baltimore City.

Each school was thoroughly inspected from top-to-bottom, inside and out, by teams of inspectors who specialize in the various fields of building and fire safety.

The cooperation received from the officials of the various schools, and also from the City departments—particularly the Bureau of Building Inspection—has been outstanding and worthy of the highest praise.

The Fire Department has now established a much stricter school inspection program, and fire drills will be conducted with greater frequency under the rigid supervision of fire and school officials.

No effort has or will be spared in making the schools of Baltimore City as safe as is possible.

COMPANY IN-SERVICE INSPECTIONS

	1958	1957	1956
Total inspections	19,918	19,204	19,693
Refusals of entry	139	127	78

Fire Prevention Activities:	1958	1957
Day inspections	41,352	38,603
Night inspections	19,259	5,573
Total Fire Prevention Inspections	60,611	44,176
Fire Prevention Code violation notices investigated	18,935	16,391
Building Code violation notices investigated	1,414	2,675
Hospitals and Convalescent Homes inspected	78	186
Nurseries and Foster Homes inspected	147	127
Applications investigated		
Gasoline installations	63	58
Change of Occupancy	387	529
Fire Department Permits to decorate	324	277
Fire Department Permits to burn for salvage	25	9
Fire Department Permits to store or handle flammable liquids	925	90

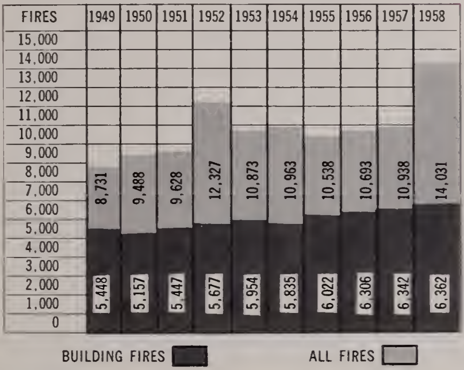
First-Aid Fire Fighting Technique Demonstration at Children's Hospital

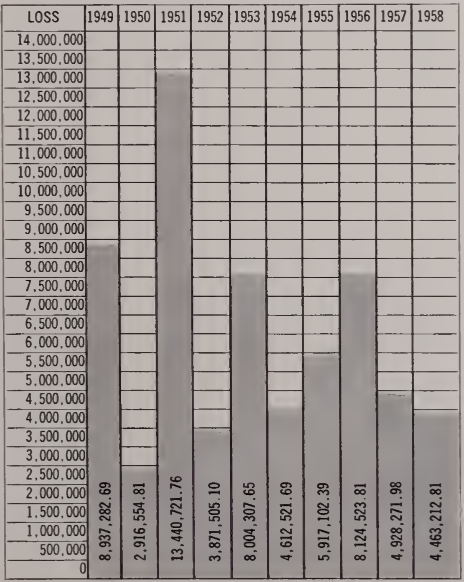
Fire Fighting—Before It Begins!

FIRE INVESTIGATION

FIRE INVESTIGATION BUREAU—PERSONNEL

Battalion Chief	1
Captains	4
Fire Fighters	2
Senior Clerk Typist	1
	8





INVESTIGATION OF FIRES

	1958	*1957*	*1956*
Total Number of Fires Investigated	3,574	3,849	4,067
Fires of Suspicious Origin	255	219	187
Number of Arrests for Arson	28	19	11
Number of Convictions for Arson	11	11	6
Convicted of Juvenile Delinquency	74	25	34
Children under 8 years of age charged with Malicious Mischief for causing fires	413	342	260

FIRE CASUALTIES

	1958	1957	1956
Deaths Caused by Fires	36	39	61
Injuries Caused by Fires	195	182	257

CAUSES OF FATAL FIRES

	1958	1957	1956
Careless Smoking	16	20	11
Gas Heater	2	—	—
Natural Causes	1	—	—
Bonfires	2	2	2
Electric Shock	6	1	—
Ignition of Flammable Vapors	—	1	8
Children Playing with Matches	3	5	6
Kerosene Heaters	1	2	12
Wood Stove	—	1	—
Not Fully Ascertained	3	3	2
Electric Wiring and/or Appliances	1	4	1
Attempted Suicide	1	—	—

CLASSES OF BUILDINGS WHERE DEATHS OCCURRED

	1958	1957	1956
Dwellings	13	25	20
Multiple Dwellings	9	6	28
Hospital	1	1	—
Coker Control Building	—	1	—
Grocery Store and Dwelling	—	1	2
Railroad Right-of-Way	3	1	2
Barber Shop and Dwelling	—	1	—
Laundry and Multiple Dwelling	—	1	—
Apartments	3	1	2
Tavern and Lodging	—	1	2
Public Alley	1	—	—
Rooming House	1	—	—
Woods	1	—	—
Milk Dairy	1	—	—
Yard	1	—	—
Manufacturing Building	1	—	—
Fertilizer Mill	1	—	—

APPARATUS*

ENGINE COMPANIES

Company	Vehicle No.	Type Pump Capacity	In Service
Engine 1	69	Mack, Rescue Squad	October 25, 1950
Engine 2	45	Seagrave, 750 GPM	May 29, 1946
Engine 3	57	Ward LaFrance, 750 GPM	November 19, 1947
Engine 4	73	Ward LaFrance, 750 GPM	February 26, 1954
Engine 5	31	American LaFrance, 750 GPM	May 14, 1941
Engine 6	77	Peter Pirsch, 1000 GPM	December 6, 1954
Engine 7	41	American LaFrance, 1250 GPM	April 12, 1944
Engine 8	79	Peter Pirsch, 1000 GPM	December 10, 1954
Engine 9	35	Mack, 750 GPM	July 3, 1942
Engine 10	46	Seagrave, 750 GPM	May 29, 1946
Engine 11	32	American LaFrance, 750 GPM	May 15, 1941
Engine 12	47	Seagrave, 750 GPM	May 29, 1946
Engine 13	52	Seagrave, 750 GPM	July 8, 1946
Engine 14	51	Seagrave, 750 GPM	June 19, 1946
Engine 15	66	Mack, 750 GPM	September 30, 1948
Engine 16	—	Fire Boat (CATARACT) 7000 GPM	Feb. 17, 1914
Engine 17	53	Seagrave, 750 GPM	July 9, 1946
Engine 18	50	Seagrave, 750 GPM	June 18, 1946
Engine 19	40	Mack, 750 GPM	December 13, 1944
Engine 20	71	Ward LaFrance, 750 GPM	November 20, 1951
Engine 21	39	Mack, 750 GPM	November 25, 1944
Engine 22	54	Ward LaFrance, 750 GPM	March 25, 1947
Engine 23	67	Mack, 750 GPM	February 7, 1949
Engine 24	74	Mack, 750 GPM	December 13, 1944
Engine 25	56	Ward LaFrance, 750 GPM	June 10, 1947
Engine 26	42	Mack, 750 GPM	January 2, 1945
Engine 27	55	Ward LaFrance, 750 GPM	May 22, 1947
Engine 28	78	Peter Pirsch, 1000 GPM	December 8, 1954
Engine 29	72	Ward LaFrance, 750 GPM	December 1, 1953
Engine 30	59	Ward LaFrance, 750 GPM	December 16, 1947
Engine 31	36	Seagrave, 750 GPM	November 13, 1943
Engine 32	44	American LaFrance, 1250 GPM	June 28, 1945
Engine 33	83	Peter Pirsch, 1000 GPM	January 24, 1957
Engine 34	38	American LaFrance, 1250 GPM	March 14, 1944
Engine 35	48	Seagrave, 750 GPM	June 9, 1946
Engine 36	84	Peter Pirsch, 1000 GPM	November 8, 1957
Engine 37	37	Mack, 750 GPM	December 13, 1943
Engine 38	82	Ward LaFrance, 1000 GPM	December 19, 1955
Engine 39	—	Fire Boat (Deluge) 9000 GPM	March 4, 1911
Engine 40	58	Ward LaFrance, 750 GPM	November 26, 1947
Engine 41	60	Ward LaFrance, 750 GPM	December 30, 1947
Engine 42	81	Peter Pirsch, 1000 GPM	June 2, 1955
Engine 43	34	Mack, 750 GPM	May 28, 1942
Engine 44	85	Peter Pirsch, 1000 GPM	December 22, 1958
Engine 45	70	Ward LaFrance, 750 GPM	November 15, 1951
Engine 46	68	Ward LaFrance, 750 GPM	September 21, 1950
Engine 47	28	Mack, 750 GPM	November 2, 1939
Engine 48	—	Fire Boat (Cascade) 2800 GPM	June 27, 1921
Engine 49	—	Fire Boat (Mayor Thomas D'Alesandro, Jr.) 12,500 GPM	September 16, 1956
Engine 50	61	Ward LaFrance, 750 GPM	January 21, 1948
Engine 51	86	Peter Pirsch, 1000 GPM	December 23, 1958
Engine 52	64	Mack, 750 GPM	May 24, 1948
Engine 53	49	Seagrave, 750 GPM	June 4, 1946
Engine 54	80	Peter Pirsch, 1000 GPM	June 1, 1955
Engine 55	63	Mack, 750 GPM	May 19, 1948
Engine 56	43	Mack, 750 GPM	January 3, 1945
Engine 57	65	Mack, 750 GPM	May 17, 1948
Engine 58	62	Mack, 750 GPM	May 3, 1948

FLOOD LIGHT, FUEL AND SUPPLY WAGONS

Unit	Location	Vehicle No.	Type and Date
Tank Wagon 2	Repair Shop	504	Mack—1923
Flood Light 1	Engine 1	514	Mack—1948
Flood Light 2	Hose 1	515	Mack—1948
Supply Wagon 1	Truck 5	913	Chevrolet—1952—½ ton
Supply Wagon 2	Truck 5	914	Chevrolet—1952—½ ton
Supply Wagon 5	Engine 15	915	Chevrolet—1952—1½ ton

TRUCK COMPANIES

Company	Vehicle No.	Type—Size of Aerial Ladder	In Service
Truck 1	326	American LaFrance, 100′—Metal	Nov. 2, 1943
Truck 2	327	American LaFrance, 100′—Metal	April 17, 1944
Truck 3	339	Peter Pirsch, 100′—Metal	December 1, 1955
Truck 4	338	American LaFrance, 100′—Metal	June 23, 1955
Truck 5	331	Mack, 85′—Wood	October 4, 1950
Truck 6	336	American LaFrance, 100′—Metal	Nov. 24, 1954
Truck 7	330	Mack, 85′—Wood	November 21, 1949
Truck 8	325	Seagrave, 85′—Wood	May 4, 1943
Truck 9	323	Seagrave, 65′—Metal	December 9, 1942
Truck 10	341	Peter Pirsch, 100′—Metal	November 8, 1957
Truck 11	340	Peter Pirsch, 100′—Metal	January 25, 1957
Truck 12	315	Mack, 85′—Wood	April 7, 1944
Truck 13	342	Peter Pirsch, 100′—Metal	February 3, 1959
Truck 14	333	Mack, 65′—Metal	February 21, 1952
Truck 15	308	Mack, 85′—Wood	December 21, 1940
Truck 16	337	American LaFrance, 100′—Metal	December 1, 1954
Truck 17	318	Mack, 85′—Wood	November 11, 1941
Truck 18	320	Seagrave, 85′—Wood	November 17, 1941
Truck 19	328	American LaFrance, 65′—Metal	April 26, 1945
Truck 20	317	Mack, 85′—Wood	June 20, 1941
Truck 21	329	American LaFrance, 65′—Metal	August 10, 1945
Truck 22	332	Mack, 65′—Metal	December 12, 1950
Truck 23	319	Mack, 85′—Wood	September 3, 1942
Truck 24	321	American LaFrance, 65′—Metal	February 25, 1942
Truck 25	324	Seagrave, 65′—Metal	January 20, 1943
Truck 26	322	American LaFrance, 65′—Metal	February 24, 1942
Truck 27	334	Peter Pirsch, 65′—Metal	March 20, 1952
Truck 28	309	Seagrave, 85′—Wood	January 7, 1941
Truck 29	335	Peter Pirsch, 85′—Metal	February 26, 1954
Truck 30	313	American LaFrance, 85′—Wood	March 20, 1941

HOSE

Company	Vehicle No.	Type—Pump Capacity	In Service
Hose 1	512	Mack, Hose Wagon	January 6, 1947
Hose 2	513	Mack, Hose Wagon	January 23, 1947
Hose 3	516	Mack, 750 GPM	June 15, 1951
Hose 5	517	Ward LaFrance, 1000 GPM	January 2, 1957

CHEMICAL COMPANIES

Company	Vehicle No.	Type	In Service
Chemical 1	518	(E-41)GMC, Chemical Wagon	February 16, 1959
Chemical 2	519	(E-57)GMC, Chemical Wagon	April 15, 1959

WATER TOWER COMPANY

Company	Vehicle No.	Type—Extended Height of Mast	In Service
Water Tower 1	510	Mack Tractor—58′3″	December 23, 1933

OFFICERS' CARS

Unit	Vehicle No.	Company Location	Type and Date
Chief of Fire Department	629	Hose 1	Buick—1956
Deputy Chief—1st Division	625	Engine 23	Ford—1956
Deputy Chief—2nd Division	626	Hose 1	Ford—1956
Deputy Chief No. 7	630	Engine 43	Buick—1956
Supt. of Maintenance	614	Repair Shop	Buick—1950
Asst. Supt. of Maintenance	613	Repair Shop	Buick—1950
Battalion Chief No. 1	631	Engine 11	Chevrolet—1958
Battalion Chief No. 2	627	Engine 6	Ford—1956
Battalion Chief No. 3	628	Truck 11	Ford—1956
Battalion Chief No. 4	632	Engine 13	Chevrolet—1958
Battalion Chief No. 5	633	Engine 15	Chevrolet—1958
Battalion Chief No. 6	622	Engine 2	Chevrolet—1953
Battalion Chief No. 7	635	Engine 20	Ford—1959
Battalion Chief No. 8	636	Engine 19	Ford—1959
Battalion Chief No. 9	634	Engine 44	Chevrolet—1958
Battalion Chief No. 10	623	Engine 14	Chevrolet—1953
Battalion Chief No. 34	611	Engine 30	Buick—1949
Battalion Chief No. 35	616	Engine 25	Buick—1951
Battalion Chief No. 36	610	Truck 24	Buick—1951

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* This record includes all apparatus received up to June 1959.

MUNICIPAL AMBULANCES

Unit	*Vehicle No.*	*Company Location*	*Type and Date*
Captain—Ambulance Division	700	Engine 22	Chevrolet—1947
Ambulance 1	720	Engine 23	Cadillac—1958
Ambulance 2	711	Engine 11	Cadillac—1954
Ambulance 3	714	Engine 19	Cadillac—1956
Ambulance 4	716	Engine 13	Cadillac—1956
Ambulance 5	712	Engine 26	Cadillac—1954
Ambulance 6	717	Truck 14	Cadillac—1957
Ambulance 7	708	Truck 1	Buick—1951
Ambulance 8	721	Engine 20	Cadillac—1958
Ambulance 9	710	Engine 10	Cadillac—1953
Ambulance 10	713	Engine 50	Cadillac—1955
Ambulance 11	715	Engine 21	Cadillac—1956
Ambulance 12	718	Engine 30	Cadillac—1957
Mobile Hospital Unit	719	Truck 1	Ford—1957

FIRE ALARM TELEGRAPH

Unit	*Vehicle No.*	*Company Location*	*Type and Date*
Supt. of Fire Alarm	921	Engine 24	Chevrolet Sedan—1953
Chief Lineman	928	Engine 19	Chevrolet Coupe—1957
Fire Alarm 3	922	Engine 9	Chevrolet 1 ton—1954
Fire Alarm 4	923	Engine 25	Chevrolet ¾ ton—1954
Fire Alarm 5	925	Engine 33	Chevrolet ¾ ton—1954
Fire Alarm 6	910	Engine 9	Chevrolet 2 ton—1949
Fire Alarm 7 (Reserve)	906	Engine 27	Ford 1½ ton—1945
Fire Alarm 8	917	Engine 33	Chevrolet 1 ton—1953
Fire Alarm 9	911	Engine 9	Chevrolet 2 ton—1949
Fire Alarm 10	924	Engine 33	Chevrolet ¾ ton—1954
Fire Alarm 11	908	Engine 8	Chevrolet ¾ ton—1947
Fire Alarm 12	916	Engine 30	Chevrolet ½ ton—1953
Fire Alarm 13 (Reserve)	907	Engine 52	Ford ¾ ton—1945
Fire Alarm 14	912	Engine 30	Chevrolet ¾ ton—1947
Fire Alarm 15	803	Engine 30	Chevrolet Coupe—1949

REPAIR SHOP

Unit	*Vehicle No.*	*Type and Date*
Dump Truck 1	905	Ford 1 ton—1945
Repair Shop 3	926	Ford ½ ton—1956
Repair Shop 4	918	Chevrolet 1½ ton—1954
Repair Shop 5	919	Chevrolet 1 ton—1954
Repair Shop 7	920	Chevrolet 1 ton—1954
Repair Shop 9	927	Ford ½ ton—1956
Repair Shop 10	929	Chevrolet ½ ton—1957
Repair Shop Wrecker	930	International—1958

MISCELLANEOUS CARS

Unit	*Vehicle No.*	*Company Location*	*Type and Date*
Commissioner's Car	1002	Engine 18	Cadillac Sedan—1957
Fire Prevention 1	823	Engine 15	Chevrolet Coupe—1957
Fire Prevention 2	828	Engine 19	Ford Coupe—1959
Fire Prevention 3	814	Engine 20	Ford Coupe—1956
Fire Prevention 4	805	Engine 18	Chevrolet Coupe—1949
Fire Prevention 5	810	Engine 22	Ford Coupe—1955
Fire Prevention 6	812	Engine 9	Ford Coupe—1955
Fire Prevention 7	813	Engine 24	Ford Coupe—1955
Fire Prevention 8	811	Engine 19	Ford Coupe—1955
Fire Prevention 9	822	Engine 36	Chevrolet Coupe—1957
Fire Prevention 10	827	Engine 41	Chevrolet Coupe—1958
Fire Prevention 11	802	Truck 12	Chevrolet Coupe—1949
Fire Prevention 12	815	Engine 41	Ford Coupe—1956
Fire Prevention 13	816	Engine 56	Ford Coupe—1956
Fire Prevention 14	817	Engine 4	Ford Coupe—1956
Fire Prevention 15	818	Truck 5	Ford Coupe—1956
Fire Prevention 16	819	Engine 5	Chevrolet Coupe—1957
Fire Prevention 17	820	Engine 12	Chevrolet Coupe—1957
Fire Prevention 18	821	Engine 58	Chevrolet Coupe—1957
Fire Investigation 1	807	Engine 40	Chevrolet Coupe—1949
Fire Investigation 2	824	Engine 56	Chevrolet Coupe—1958
Fire Investigation 3	825	Engine 53	Chevrolet Coupe—1958
Fire Investigation 4	826	Engine 31	Chevrolet Coupe—1958
Fire Investigation 5 (Reserve)	808	Engine 8	Chevrolet Coupe—1949
Fire Investigation 6 (Reserve)	809	Engine 8	Chevrolet Coupe—1949
Fire Investigation 7 (Reserve)	806	Rep. Shop	Chevrolet Coupe—1949

RESERVE ENGINES—SECOND LINE

Unit	*Vehicle No.*	*Location*	*Type and Date*	*Capacity of Pumps*
SLE 1	33	Engine 1	American LaFrance—1941	Squad Wagon
SLE 4	23	Engine 4	American LaFrance—1939	750 GPM
SLE 6	25	Engine 6	Seagrave—1939	750 GPM
SLE 7	1	Engine 7	Mack—1917	750 GPM
SLE 8	26	Engine 8	Seagrave—1939	750 GPM
SLE 9	15	Engine 9	Mack—1926	750 GPM
SLE 10	22	Engine 10	Mack—1939	750 GPM
SLE 11	29	Engine 11	American LaFrance—1940	750 GPM
SLE 13	17	Engine 13	Mack—1938	750 GPM
SLE 14	3	Engine 14	Ahrens-Fox—1922	750 GPM
SLE 15	75	Engine 15	G.M.C. (Civil Def.)—1954	750 GPM
SLE 17	11	Engine 17	Mack—1924	750 GPM
SLE 19	16	Engine 19	Mack—1927	750 GPM
SLE 21	7	Engine 21	Ahrens-Fox—1922	750 GPM
SLE 23	76	Engine 23	G.M.C. (Civil Def.)—1954	750 GPM
SLE 25	8	Engine 25	Ahrens-Fox—1923	750 GPM
SLE 26	10	Engine 26	Ahrens-Fox—1923	750 GPM
SLE 27	27	Engine 27	Mack—1939	750 GPM
SLE 28	24	Engine 28	American LaFrance—1939	750 GPM
SLE 29	15	Engine 29	American LaFrance—1938	750 GPM
SLE 33	20	Engine 33	American LaFrance—1938	750 GPM
SLE 37	18	Engine 37	Seagrave—1938	750 GPM
SLE 38	14	Engine 38	Mack—1926	750 GPM
SLE 41	30	Engine 41	American LaFrance—1940	750 GPM
SLE 45	13	Engine 45	Mack—1926	750 GPM
SLE 47	5	Engine 47	Ahrens-Fox—1922	750 GPM
SLE 54	21	Engine 54	Mack—1938	750 GPM
SLE 55	4	Engine 55	Ahrens-Fox—1922	750 GPM

RESERVE TRUCKS—SECOND LINE

Unit	*Vehicle No.*	*Location*	*Type and Date*	*Description*
SLT 4	310	Truck 4	Seagrave—1941	Aerial—85′
SLT 5	300	Engine 3	Mack—1941	Aerial—85′
SLT 6	312	Engine 33	Seagrave—1941	Aerial—85′
SLT 9	307	Engine 45	Mack—1938	Quad
SLT 10	306	Engine 36	Mack—1938	Quad
SLT 17	311	Truck 17	American LaFrance—1941	Aerial—85′
SLT 18	316	Truck 18	Mack—1941	Aerial—85′
SLT 22	314	Truck 22	Seagrave—1941	Aerial—85′

RESERVE CHEMICAL—SECOND LINE

Unit	*Vehicle No.*	*Location*	*Type and Date*	*Description*
SLC 1	506	Engine 41	Mack—1928	Chemical Wagon
SLC 2	501	Truck 6	Mack—1917	Chemical Wagon
SLC 4	503	Engine 18	Mack—1923	Chemical Wagon

MISCELLANEOUS RESERVES

Unit	*Vehicle No.*	*Location*	*Type and Date*
Ambulance 13	707	Engine 25	Buick—1948
Ambulance 14	709	Engine 28	Buick—1952
Ambulance 15	706	Truck 16	Buick—1948
Ambulance 17	704	Engine 12	Buick—1947
Reserve Officer 1	607	Truck 11	Buick Coach—1942
Reserve Officer 2	609	Engine 14	Buick Sedanette—1942
Reserve Officer 3	620	Engine 3	Chevrolet Sedan—1953
Reserve Officer 4	608	Engine 6	Buick Coach—1942
Reserve Officer 5	621	Engine 19	Chevrolet Sedan—1953
Reserve Officer 6	612	Engine 12	Buick Sedan—1950
Reserve Officer 7	624	Engine 45	Chevrolet Sedan—1953
Reserve Officer 8	618	Engine 34	Buick Sedan—1951
Reserve Officer 9	615	Engine 23	Buick Sedan—1950
Reserve Officer 10	617	Engine 13	Buick Sedan—1951
Reserve Officer 11	619	Engine 17	Buick Sedan—1951
Second Line Hose 4	500	Engine 12	Mack Hose Wagon—1921
Steamer (RE-3)	—	Fire School	Christie Steamer
Steamer (E-14)	—	Engine 33	Horse Drawn
2 Hand Drawn Hose Reels	—	Engine 33	
3 Hand Drawn Pumpers	—	Engine 33	

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* This record includes all apparatus received up to June 1959.

HIGH PRESSURE SERVICE

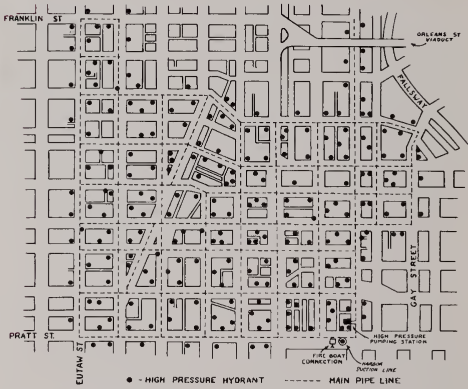
High Pressure Head

In-Service

HIGH PRESSURE PUMPING STATION OPERATIONS	1958	1957	1956
Pumps in Service—Hours	31½	46⅓	50¾
Alarms of Fire			
1st Alorm	104	125	120
2nd	3	2	4
3rd	0	0	1
4th	1	2	0
5th	1	2	0
6th	0	1	4
	109	132	129

226 high pressure hydrant outlets are located below the ground level and are accessible for use by removing a distinctive manhole cover and installing a portable high pressure head that is carried on fire apparatus.

HIGH PRESSURE DISTRIBUTION SYSTEM



REPAIR AND MAINTENANCE

The following vehicles were received during the year to replace older obsolete vehicles that were unfit for further service in the Department:

2	1,000 GPM Pirsch Fire Engines
4	Chevrolet Station Wagons for Chief Officers
4	Chevrolet Coupes for Investigation Division
2	Cadillac Ambulances
1	30 ton International Wrecker
1	Ford Mobile Hospital Unit. This was a newly established service during 1958.

30 Ton International Wrecker

Twenty-four hour emergency service is maintained by the emergency crews on duty at the Fire Department Repair Shop. During the year these mechanics responded when called to make necessary repairs or adjustments to vehicles and equipment on the firegrounds or in the fire houses. This system of making timely repairs when needed has been the prime factor the loss of service of the fire apparatus has been kept to a remarkably low minimum.

PROMOTIONS—1958

To Rank of

DEPUTY CHIEF

Edward J. Schneider

BATTALION CHIEF

George L. Klein
Martin A. Demek

BATTALION CHIEF—MARINE

William L. Brown

CAPTAIN

Herbert W. Catterton
Roy L. Nelson
Charles R. Budres
Joseph Berman
William C. Kesting
David B. Horner
Albert J. Heinrich
Charles E. Smith
Edmund N. Dalton
Harvey H. Walker
Philip G. Waldner
Melvin S. Rosewag

LIEUTENANT

Sylvester G. Yurek
William E. Sindall
Ralph R. Newell
Lawrence M. Kolb
Francis B. Thelen
Alexander Marshall
Henry O. Heaps
Joseph H. Edler
Thomas E. Holden
Herman C. Reedy
John H. Zwanzger
Melvin F. Kaufman
Edward E. Taylor
Louis C. Zwick
Robert N. Mueller

PUMP OPERATOR

Edgar Mister
Allen H. Gosnell, Jr.
William J. Cronin, Jr.
Oliver L. Bowen

ASST. ENGINEER—PUMPING STATION

Roland H. Jewer

FIRE ALARM OPERATOR

George E. Lloyd

TELEGRAPH LINEMAN

Leo S. Settan

AUTOMOTIVE MECHANIC

John A. Bandy
Charles M. Stitzel

RETIREMENTS—1958

Fire Fighter John J. Manning	Engine 29
Captain Edward J. Fox	Engine 53
Lieutenant Irvin R. Brown	Engine 21
Fire Fighter William G. Hersl	Engine 55
Lieutenant Horace W. Harn	Engine 54
Fire Fighter Frank H. Rumbel	Engine 22
Captain Samuel C. Smith	Engine 58
Captain August J. Zoltowski	Engine 30
Captain John Preiss	Engine 53
Fire Alarm Operator John W. Sullivan	Fire Alarm
Machinist Casper G. Meisel	Repair Shop
Pump Operator Thomas E. Elliott	Engine 45
Machinist Wheeler K. Hancock	Repair Shop
Fire Fighter David W. Rumney	Engine 30
Captain Herbert R. Ironmonger	Engine 42
Captain Arthur P. Brown	Truck 28
Fire Fighter Thomas Gissner	Truck 14
Deputy Chief Charles H. Knapp	1st Division
Fire Fighter Walter L. McJilton	Truck 24
Fire Fighter William A. Grant	Engine 5
Fireman-Water Tender Henry A. Ruley	Pumping Station
Fire Fighter William L. Jones	Engine 50
Fire Fighter Richard A. Sutch	Truck 10
Fire Fighter Ernest F. Whipp	Engine 13
Fire Fighter Timothy C. Kelly	Engine 7
Lieutenant Alfred P. Schneider	Engine 36
Fire Fighter Harry P. Kraft	Truck 17
Battalion Chief Carroll F. Hand	1st Battalion

COMMENDATIONS—1958

MERITORIOUS CONDUCT

Fire Fighter Robert M. Griffith	Engine 30
Fire Fighter Melvin E. Santmyer	Engine 30
Fire Fighter Carl L. Williams	Engine 9
Fire Fighter Herman Williams, Jr.	Engine 57
Fire Fighter Charles C. Mull, Sr.	Engine 57
Fire Fighter Andrew Kovalsky	Engine 57
Fire Fighter Louis J. Boeh	Chemical 2
Fire Fighter John T. Barczak	Engine 41
Fire Fighter Edward F. Ciesielski	Engine 41

EXEMPLARY PERFORMANCE

*Fire Fighter Franklin J. Walker	Truck 5
Fire Fighter William S. Grahe	Truck 5
Fire Fighter William N. Kalbskopf	Truck 2
Fire Fighter John H. Williams	Truck 2
Fire Fighter Samuel L. Hoffman	Engine 14
Fire Fighter Elmer R. Baker, Jr.	Engine 14
Fire Fighter Earl C. Parthree	Engine 55
Lieutenant William J. Benson, Jr.	Engine 52
Fire Fighter Jennings J. Norman	Engine 7
Fire Fighter George R. Brinkman, Jr.	Truck 4
Fire Fighter Richard G. Phillips	Engine 13
Fire Fighter Daniel F. O'Malley	Truck 11
Fire Fighter Jones L. Blackmon	Truck 11
Fire Fighter James J. Dieter, Jr.	Truck 11
Fire Fighter Herbert G. Barthlow	Truck 11
Captain Elmer W. Katzenberger	Fire Investigation
Captain Anthony A. Spann	Fire Investigation
Fire Fighter Oliver W. Strong	Engine 9
Fire Fighter William E. Waldman	Engine 38
Fire Fighter Thomas G. Deshields	Truck 5
Fire Fighter Vincent R. Avara	Truck 13
Fire Fighter Leslie E. Keller	Truck 13
Fire Fighter Carl F. Gawens	Engine 11
Lieutenant Martin L. Novak	Truck 20
Fire Fighter Joseph C. Fiedler	Engine 41
Fire Fighter Milton S. Yurski	Truck 3
Fire Fighter Frank W. Kuhn, Jr.	Truck 3
Fire Fighter Donald L. Hoyle	Truck 11
Fire Fighter Joseph R. Hogarth	Truck 11
Fire Fighter Gerard B. Wagner	Truck 11
Fire Fighter Everett E. Whitmore	Hose 3
Fire Fighter Kenneth W. Ferger	Engine 38
Fire Fighter Milton J. Potter, Sr.	Truck 5
Fire Fighter Arthur E. Krieder	Truck 5
Fire Fighter John A. Rozankowski, Sr.	Truck 5

** 2 Commendations*

Last Alarm

Baltimore City Fire Department

ACTIVE MEMBERS DECEASED—1958

Fire Fighter Joseph J. Gray	Chemical 3	January 4
Fireman-Water Tender William R. Rosenauer	Pumping Station	February 19
Telegraph Lineman Carl A. Knop	Fire Alarm	March 19
Fire Fighter Edward J. Fitzgerald	Chemical 1	April 19
Fire Fighter Leonard Hoogeboom	Chemical 3	June 1
Fire Fighter Henry L. Addicks	Engine 44	July 9
Fire Fighter John G. Strejcek	Engine 6	July 9
Captain William E. Elliott	Truck 28	September 19
Lieutenant Alfred M. Bisasky	Hose 3	October 26
Lieutenant Charles A. Leutner	Engine 24	October 31
Asst. Marine Engineer James R. Aylmer	Engine 16	November 27

PENSIONED MEMBERS DECEASED—1958

Fire Fighter Joseph L. Garvey	Chemical 3	January 18
Fire Fighter William J. Riggs	Engine 30	January 18
Fireman-Water Tender Martin Kanecki	Engine 39	January 25
Fire Fighter John N. Urie	Engine 50	January 29
Pump Operator George H. Clark	Engine 15	February 16
Fire Fighter George F. Schissler	Engine 8	February 17
Fire Fighter James M. Ward	Engine 6	February 22
Fire Fighter John J. Doyle	Chemical 1	March 18
Captain William H. Risley	Engine 10	March 21
Fire Fighter Clement Beran	Engine 1	March 22
Fire Fighter Joseph Fahrman, Sr.	Engine 11	April 21
Captain John Anzer	Truck 21	April 26
Fire Fighter George W. Schneider	Truck 15	April 28
Fire Fighter Milton J. Willey	Engine 48	May 9
Fire Fighter Arthur J. Harrison	Engine 4	June 8
Fire Fighter William J. Yeager	Truck 26	June 13
Pump Operator Walter F. Smith	Engine 53	June 18
Fire Fighter George P. Scheidegger	Engine 10	July 21
Fire Fighter George E. Fornwalt	Truck 11	July 25
Pump Operator Harry J. Sprole	Engine 50	July 26
Fire Fighter Hugh A. McManus	Truck 4	August 14
Fire Fighter William J. Bestpitch	Chemical 2	August 16
Fire Fighter John H. Gleim	Engine 53	August 24
Fire Fighter Clarence H. Stevens	Engine 27	September 2
Battalion Chief George H. Hilgeman	5th Battalion	September 21
Fire Fighter Courtney E. Beaver	Hose 2	September 24
Fire Fighter Charles W. Lease	Hose 2	September 27
Fire Fighter Thomas Gissner	Truck 14	October 2
Fire Fighter Lester R. Price	Engine 44	October 9
Fire Fighter Charles A. Madsen	Engine 32	October 10
Fire Fighter John J. Connelly	Truck 12	October 15
Deputy Chief Edward A. Ward	2nd Division	October 20
Fire Fighter Frank Oltman	Engine 16	October 24
Fire Fighter Harry W. Roemer	Engine 6	October 30
Fire Fighter John J. Purcell	Truck 10	October 31
Fire Fighter Carl Krauss	Engine 31	November 3
Fire Fighter Samuel K. Reeves	Chemical 4	November 10
Mate Herbert F. Joy	Engine 16	December 1
Fire Fighter Edward J. Coyle	Engine 17	December 7
Telegraph Lineman Albert F. Gambrell	Fire Alarm	December 10

Maryland Room
University of Maryland Library
College Park, Md.

Annual Report

BALTIMORE
CITY
FIRE DEPARTMENT............1859 1959

1797

J. HAROLD GRADY
MAYOR
CITY OF BALTIMORE

BOARD OF FIRE COMMISSIONERS

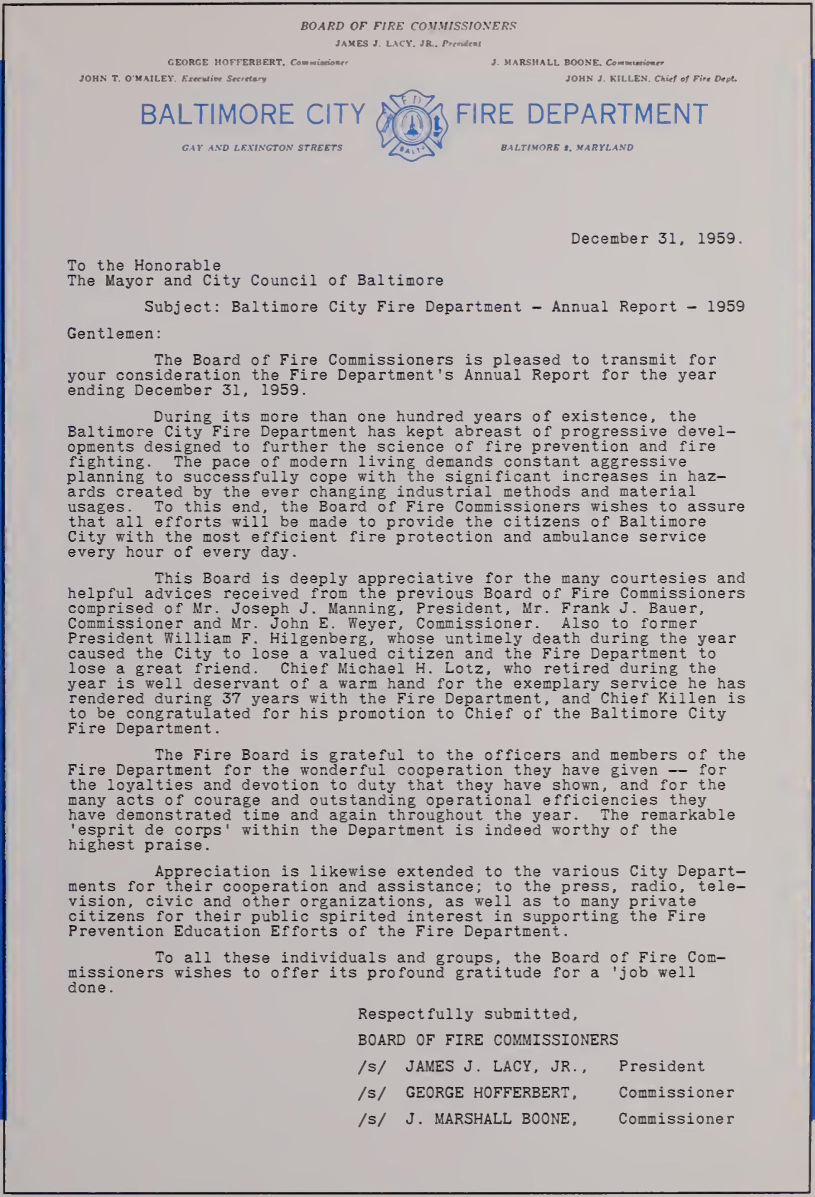
JAMES J. LACY, JR.
PRESIDENT

GEORGE HOFFERBERT
COMMISSIONER

F.D.
CITY OF BALTIMORE
1797
BALTO

J. MARSHALL BOONE
COMMISSIONER

JOHN T. O'MAILEY
EXECUTIVE SECRETARY



BOARD OF FIRE COMMISSIONERS
JAMES J. LACY, JR., *President*
GEORGE HOFFERBERT, *Commissioner* J. MARSHALL BOONE, *Commissioner*
JOHN T. O'MAILEY, *Executive Secretary* JOHN J. KILLEN, *Chief of Fire Dept.*

BALTIMORE CITY FIRE DEPARTMENT
GAY AND LEXINGTON STREETS *BALTIMORE 2, MARYLAND*

December 31, 1959.

To the Honorable
The Mayor and City Council of Baltimore

Subject: Baltimore City Fire Department - Annual Report - 1959

Gentlemen:

The Board of Fire Commissioners is pleased to transmit for your consideration the Fire Department's Annual Report for the year ending December 31, 1959.

During its more than one hundred years of existence, the Baltimore City Fire Department has kept abreast of progressive developments designed to further the science of fire prevention and fire fighting. The pace of modern living demands constant aggressive planning to successfully cope with the significant increases in hazards created by the ever changing industrial methods and material usages. To this end, the Board of Fire Commissioners wishes to assure that all efforts will be made to provide the citizens of Baltimore City with the most efficient fire protection and ambulance service every hour of every day.

This Board is deeply appreciative for the many courtesies and helpful advices received from the previous Board of Fire Commissioners comprised of Mr. Joseph J. Manning, President, Mr. Frank J. Bauer, Commissioner and Mr. John E. Weyer, Commissioner. Also to former President William F. Hilgenberg, whose untimely death during the year caused the City to lose a valued citizen and the Fire Department to lose a great friend. Chief Michael H. Lotz, who retired during the year is well deservant of a warm hand for the exemplary service he has rendered during 37 years with the Fire Department, and Chief Killen is to be congratulated for his promotion to Chief of the Baltimore City Fire Department.

The Fire Board is grateful to the officers and members of the Fire Department for the wonderful cooperation they have given -- for the loyalties and devotion to duty that they have shown, and for the many acts of courage and outstanding operational efficiencies they have demonstrated time and again throughout the year. The remarkable 'esprit de corps' within the Department is indeed worthy of the highest praise.

Appreciation is likewise extended to the various City Departments for their cooperation and assistance; to the press, radio, television, civic and other organizations, as well as to many private citizens for their public spirited interest in supporting the Fire Prevention Education Efforts of the Fire Department.

To all these individuals and groups, the Board of Fire Commissioners wishes to offer its profound gratitude for a 'job well done.

Respectfully submitted,

BOARD OF FIRE COMMISSIONERS

/s/ JAMES J. LACY, JR., President

/s/ GEORGE HOFFERBERT, Commissioner

/s/ J. MARSHALL BOONE, Commissioner

JOHN J. KILLEN
CHIEF OF FIRE DEPARTMENT

DEPUTY CHIEFS

1—PAUL W. REYNOLDS

2—ROLAND F. WETT

3—EDWARD J. SCHNEIDER

4—JOHN G. KOLLMANN

DEPUTY CHIEFS

5—EMORY J. KEMPF

6—JOHN E. EGE

7—FRANK J. TRENNER

BATTALION CHIEFS

1—HENRY G. EY
2—OTTO F. BEVERUNGEN
3—ELMER W. MOREAU
4—ANTHONY P. SIM
5—GEORGE H. REDMON
6—GEORGE E. MOELLER
7—JOHN P. KIMMITT
8—MICHAEL M. MACKIN
9—VINCENT J. SIMANSKY
10—JOHN A. KOUTNIK
11—JOSEPH J. PAULUS
12—OSCAR C. JENSEN
13—WALTER C. BAUTRO
14—JOSEPH SCHAMBERGER
15—CHARLES E. LOUGHLIN
16—THOMAS F. POTTER
17—HENRY M. SMITH
18—JOSEPH P. PIECHOCKI
19—JAMES H. BARNES
20—EDWARD J. CALLAHAN
21—MARTIN A. DEMEK
22—ALBERT E. STANEK
23—GEORGE L. KLEIN
24—THOMAS L. RILEY, JR.
25—JOSEPH T. DALES
26—CHRISTIAN F. REYNOLDS
27—LEONARD J. KUBSKI
28—FRANCIS C. TICHA
29—TOD T. HANCOCK
30—JOHN M. FRAZIER, JR.
31—WALTER A. BROLL
32—WILLIAM L. BROWN
33—KAYTON G. MOSES
34—JOHN E. THOMAS
35—MICHAEL W. HORAN
36—JOHN S. KNOERLEIN

WILLIAM J. McCARTHY
Radio Service

FRANCIS H. TIPTON
Chief Lineman

WILLIAM H. BURTON
Supt. of Pumping Station

FIRE DEPARTMENT PHYSICIANS

DR. KIRK MOORE

DR. J. EMMETT QUEEN

DR. JOSEPH D'ANTONIO

WILLIAM H. STAGGE
Acting Supt. of Maintenance

VERNON A. BOLTE
Supt. of Fire Alarm

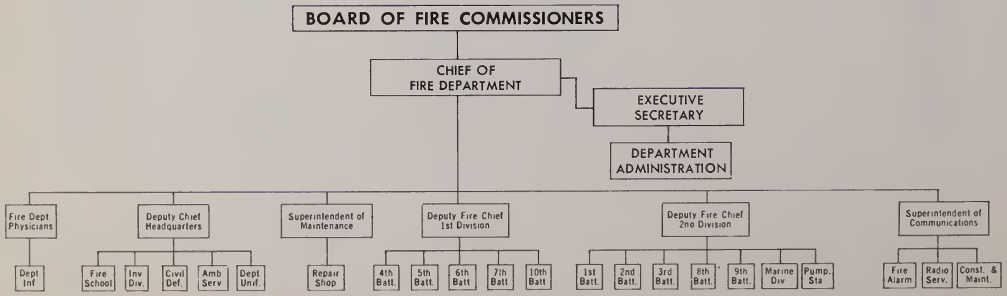


Photo by Wm. Klender *The Sunpapers*

THE FIRST RECORDED FIRE IN BALTIMORE "TOWN" occurred on March 16, 1749 at the Greenbury Dorsey Home.

On this date the citizens heard the alarming cry "Fire! Fire!" and everyone who heard ran and grabbed his name-marked bucket, and hastened to the Dorsey family home. But before the fire had burned itself out the fire fighters knew their efforts had accomplished nothing, for six persons died in this fire.

There were no hose lines or even ladders—only buckets that were filled from a well or nearby stream.

As time went on the various neighborhood areas organized their individual "volunteer" fire companies. These companies became very jealous of each other's actions, and each fire alarm was soon occasioned by fights and violence, often resulting in injury and even death to fire fighters, and anyone else "who got in the way."

Hand-drawn fire engines were overturned—hose lines, such as they were—were cut, and none of the members of the rival volunteer fire companies seemed to care much what happened to the house on fire at the time.

This era of violence continued for many years, and Baltimore was known as "Mob Town," apparently a well-earned sobriquet.

As the City grew, the number of volunteer companies also grew, and intense rivalries between the companies sprang up to worsen an already deplorable situation.

The City Administrative heads concluded in 1858 that the only plan which was certain to ensure success and bring about the reform so badly needed is the introduction of a paid Fire Department to consist of steam machinery under direct management and control of the Municipal authorities.

Thus on December 10, 1858, the Fire Department was provided for by Ordinance, and on January 1, 1859 the original "paid" department consisting of 153 members headed by a Board of Fire Commissioners, with a Chief Engineer in charge of the fire fighting forces was a reality. The Department's fire fighting equipment consisted of six steam engines and two hook and ladder companies.

With the advent of the "paid," fighting and rioting gradually waned, and the old nickname of "Mob Town" finally was forgotten, and Baltimore became a peaceful City.

OPERATIONS

The First Fire Alarm System in Baltimore City was installed in the City Hall on July 1st, 1859. It consisted of 15 miles of line wire and 30 fire alarm boxes of the pattern known as "crank boxes." These boxes were distributed on 5 circuits.

The first alarm of fire received from the new boxes occurred on July 2, 1859 at 10:30 P.M. from Box # 53 which was sounded for a fire in a frame building at Mt. Clare Shops. Engine No. 2, which was the only company assigned, responded quickly and soon extinguished the flames.

The circuits of the Fire Alarm System ran on wires attached to poles or to buildings and were highly vulnerable to damage causing many interruptions to the service until repairs could be made. The initial cost of installation of the system was $33,000.00

The installation of ducts and cables was authorized in 1894, and upon completion, the hazards of disruptions to circuits was greatly diminished. The alarm system was expanded throughout the years, and presently there are about six and one-half million feet of wires in underground cables, as well as one and one-half million feet of wire in overhead lines. All of this has been installed and maintained by personnel of the Fire Alarm Department. These members also installed and maintain the 2,017 fire boxes in service at this time, as well as all electrical repairs in engine house lines and cables, and allied work.

Installation of mobile radio transmitter-receiver units for Fire Department vehicles was begun in the fall of 1952. A total of 180 of these mobile radio units and 5 base station transmitters have been installed by members of the Fire Department Radio Service. The radio system has proven to be invaluable in the dispatch and control of emergency vehicles, and particularly so in conducting the ambulance services.

FIRE LOSS

1959	$5,480,213.08
1958	4,463,212.81
1957	4,928,271.98
1956	8,124,523.81
1955	5,917,102.39

COMMUNICATIONS

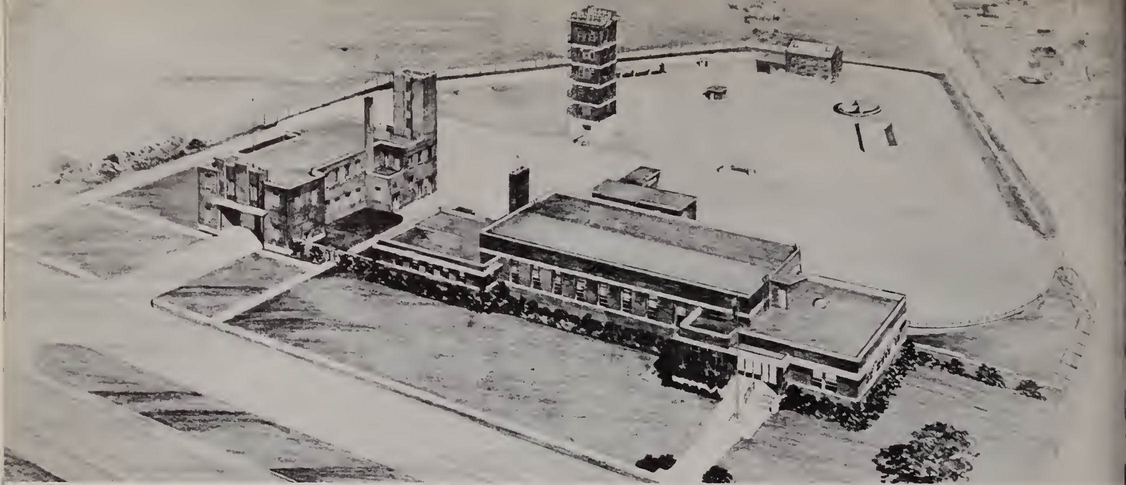
	1959	1958	1957
Box alarms—actual emergencies	2800	2418	2601
False box alarms	1102	1042	1130
Silent (Telephone) alarms—actual emergencies	10237	10023	10334
False silent alarms	617	452	361
Special alarms	90	96	123
Total alarms dispatched	14846	14031	14549
Ambulance calls	30842	30039	29964
Total alarms and ambulance calls	45688	44070	44513

MULTIPLE ALARMS

	1959	1958	1957
2nd Alarms	32	28	27
3rd Alarms	6	5	5
4th Alarms	5	7	4
5th Alarms	4	3	4
6th Alarms	7	5	4
8th Alarms	0	2	0
10th Alarms	0	1	0
12th Alarms	1	0	0
	55	51	44

MULTIPLE ALARMS OF FIRE—1959

DATE	NO. OF ALARMS	LOCATION	OCCUPANT
JANUARY			
3	2	4915 Belair Road	Associates Loan Co.
6	3	2434 McCullah Street	Richard Babb
14	2	2610 Riggs Avenue	Unoccupied
28	2	Gold Spring La. & Alameda	Public School #155
30	4	3205 Elgin Avenue	Martha Young
BRUARY			
2	2	3607 Clifton Avenue	Unoccupied
11	6	219-47 W. Hoffman Street	5th Regiment Armory
20	2	4304 Belair Road	Unoccupied
20	6	1640-44 Gorsuch Avenue	Balto. Biological Laboratories
21	2	2908 W. North Avenue	Benjamin Logan
23	2	504 Cathedral Street	Franklin St. Presbyterian Church
25	3	1101 Key Highway—At Dock	S. S. Exporter
28	6	501-25 W. Conway Street	Wilchrome Manufacturing Co.
MARCH			
4	6	2204 N. Fulton Avenue	Eugene Jenkins
7	2	712-14 S. Bond Street	Unoccupied
9	2	Northwestern Police Station	Same
14	2	1629 W. Lexington Street	G. Leaesene
16	2	3027 Chesterfield Avenue	Stanley Mactenczuk
18	3	3345 Belair Road	Mayfield Music Center
29	2	2423-27 Reisterstown Road	Raymond Sachs
30	4	3808 Eastern Avenue	Gamerman, Inc.
APRIL			
4	2	3407 Bateman Avenue	Charles Cohen
13	2	1439 Homestead Street	G. Kaunff
13	2	348 E. Federal Street	R. Chesil
14	2	3618-26 Hickory Avenue	Old Hickory Laundry
15	2	1400 Moreland Avenue	Reid Construction Co.
26	6	5435-39 Reisterstown Road	Mandell & Ballow
MAY			
2	5	106 S. Hanover Street	National Distribution Co., Inc.
4	2	2263 Fulton Avenue	Acme Window Cleaning Co.
9	12	2200 Winchester Street	B. Greene & Co.
15	3	3425-27 Belair Road	Vilma Bowling Alley
UNE			
3	4	1400 blk. Ridgely Street	Kidd & Buckingham Lumber Co.
7	2	107 S. Broadway	Benjamin Levinson
10	2	Hanover & Camden Streets	Hanover Market
22	2	823 Pennsylvania Avenue	Jenny Needle
30	5	2118 Madison Avenue	Holland Cleaners & Dyers, Inc.
JULY			
4	6	300 Stinson Street	J. Spevak & Company
12	4	6-12 N. Central Avenue	St. Vincent de Paul Society
14	2	1207 S. Highland Avenue	Catherman & Green Co.
21	2	18 N. Howard Street	Henry Gradnitzky
AUGUST			
7	5	2210 Roselyn Avenue	George A. Morris
SEPTEMBER			
4	2	642 S. Lakewood Avenue	Joseph J. Ciesla
9	2	Lakewood Ave. & O'Donnell St.	American Can Co.
10	3	1320 N. Charles Street	Mayfair Hotel
16	3	1734 S. Clinton Street	Fertilizer Mfg. Co.
28	6	17-19 S. Howard Street	Martin Furniture Corp.
OCTOBER			
13	2	2127 W. North Avenue	Mil-Jim Company
13	2	2528 Riggs Avenue	Richard Lewis
NOVEMBER			
10	2	3901 W. Belvedere Avenue	Food Fair Stores, Inc.
21	2	5218 Wilton Heights Avenue	Ralph Grassman
29	4	5242-44 Reisterstown Road	Colt Inn & Restaurant, Inc.
DECEMBER			
1	5	1318-20 E. Fort Avenue	Unoccupied Theatre
4	2	2203 N. Howard Street	Leo Whitaker
12	2	1162-1192 Scott Street	American Wiping Cloth Co.
25	2	1232 W. Baltimore Street	John Harahees
TOTAL	55		



FIRE DEPARTMENT TRAINING SCHOOL—PULASKI HIGHWAY—WEST OF LAKEDALE AVENUE

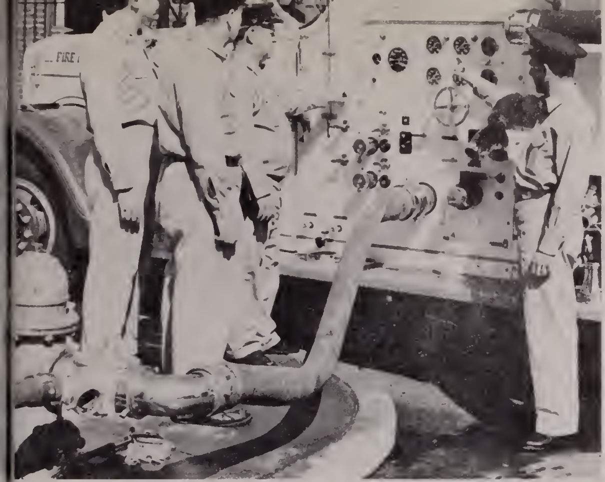
FIRE SCHOOL TRAINING

NEW FIRE FIGHTERS are subjected to eight weeks of very comprehensive training at the Fire School before receiving their company assignments.

Each shift of every company reports to the Fire School at least three times each year for refresher and advanced training in fire fighting, driver training, aerial ladder and pumping operations, as well as other related subjects.

In addition to the above, all officers are required to attend five special training sessions presented by officials of various Utility and Industrial organizations.

Officer candidate classes; radiological training; demonstrations witnessed by more than 11,000 persons during Fire Prevention Week; hose testing; and many other events were part of the activities conducted at the Fire School.



COMPANY TRAINING

WHILE THE TRAINING conducted at the Fire School is a highly regarded necessity in order to keep all units abreast of the latest developments in the science of fire fighting, it is significant to note that without the all-important drills that are conducted in and around the fire houses, the successful application of the techniques taught at the School would reap but little benefit.

The problems usually associated with complex hose layouts, pumper operations, ladder raising and like matters are reduced to a relatively simplified level by the drills that are held at least three days each week by every fire company.

Repetitious drills are truly the key to the successful development of the fire fighting company's teamwork and their ultimate efficiency on the fireground, and are generally accepted as such.

Before the turn of the Century, the practice was to appoint about twenty probationary firemen and assign them to various companies until such time as they would become eligible through competitive examinations for appointment as regular firemen to fill vacancies.

Probationary firemen at that time were given their basic training, such as it was, by their respective Captains or Lieutenants and in most cases, this was about all the training they ever received.

Starting in 1912, under the direction of Battalion Chief No. 2, John L. Emerson, the probationers reported each Monday afternoon to Hose Company No. 1 at which time Truck Company No. 1 and Water Tower Company No. 2 were put out of service for two hours to be used in connection with the training of the new men. The apparatus with the probationers were taken to the front of the Maryland Institute on Market Place, where drills were held. Ladders were raised against the building, and various items of equipment on the truck were taken to the roof; the Tower was also raised and lowered several times, and a High Pressure Head was set in position by the probationers to constitute the entire training program. This was done weekly until the probationer became a "regular" fireman.

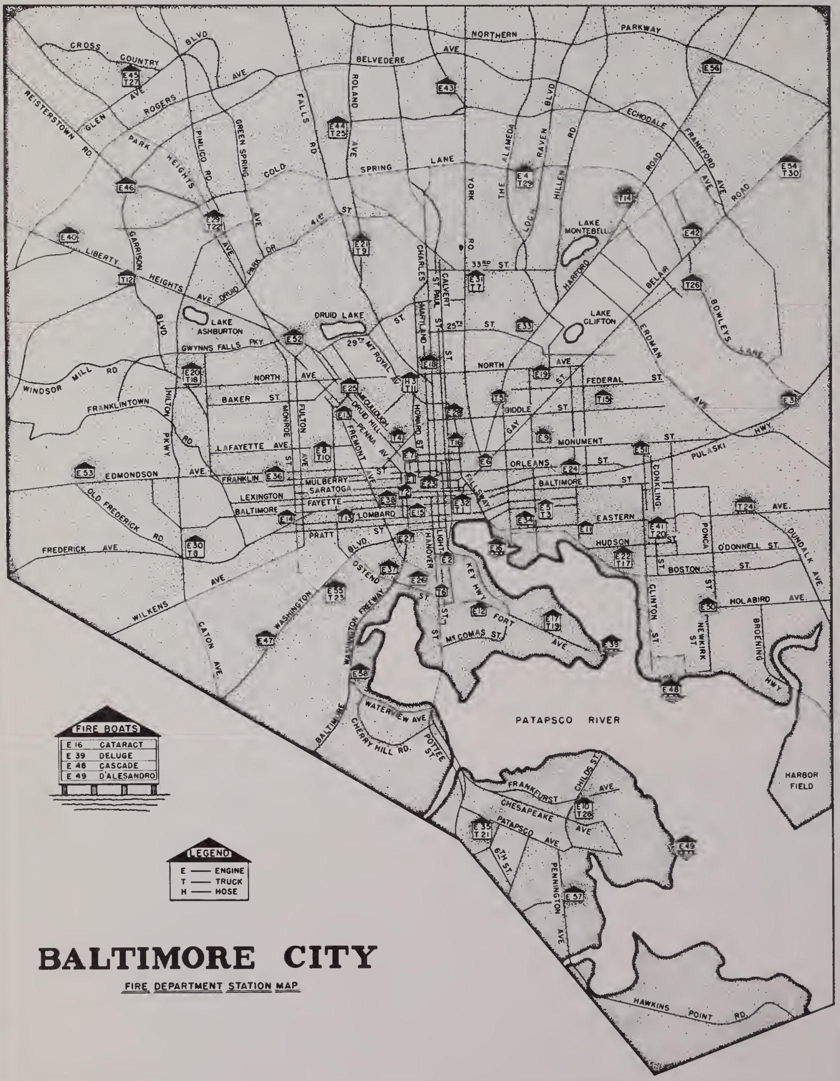
Chief Emerson was unfortunately killed in an accident while responding to an alarm of fire in 1914, and his duties were assigned to Battalion Chief James V. McCarron.

The need for training all members—both old and new—in standard fire fighting procedures became apparent, and in 1922, under the direction of Battalion Chief Paul L. Linde, a fire school, consisting of a drill tower in the yard of Engine Company No. 36 was put into service. The training conducted at this facility generally consisted of drills in fire fighting evolutions, and was regarded as a vast improvement to the Department—all past things considered.

Captain Louis R. Sweitzer was placed in charge of the School after the death of Chief Linde, and he was later replaced by Battalion Chief Robert S. Tate.

After the retirement of Chief Tate in 1947, Battalion Chief John E. Thomas was, and is still, in charge of all training conducted within the Baltimore City Fire Department.

As the value of the Training became more recognizable, the need for expanded facilities became more and more apparent. On April 27, 1957, after much patient planning, the new Fire School—the most outstanding facility of its kind—was dedicated.



BALTIMORE CITY

FIRE DEPARTMENT STATION MAP

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LOCATION OF COMPANY QUARTERS

ENGINE	TRUCK	HOSE	LOCATION	CHIEF	AMBULANCE	OTHERS
1			323 North Paca Street			Flood Light 1, RE-1
2			800 Light Street	BC-6		
3			Pulaski Highway and Lakedale Avenue			RT-5, RO-3
4	29		Cold Spring Lane and Arlington Avenue			RE-4
5	3		251 South Ann Street			
6			416 North Gay Street	BC-2		RE-6, RO-4
7			700 North Eutaw Street			RE-7
8	10		1505-07 West Lafayette Avenue			RE-8
9			1713 East Madison Street			RE-9
10	28		Chesapeake Avenue and Childs Street		9	RE-10
11			2301-05 Eastern Avenue	BC-1	2	RE-11
12			401 East Fort Avenue			RH-4, RA, RO-6
13			Fremont and Myrtle Avenues	BC-4	4	RE-13, RO-10
14			1908-24 Hollins Street	BC-10		RE-14, RO-2
15		2	308-10 West Lombard Street	BC-5		RE-15
16 (FB)			Foot of President Street	BC-21		Fire Boat "Cataract"
17	19		1426 East Fort Avenue			RO-11
18			115 West 21st Street			RC-4
19			1601 East North Avenue	BC-8	3	RE-19, RO-5
20	18		3130 West North Avenue	BC-7	8	RT-18
21	9		3726 Roland Avenue		11	RE-21
22	17		Linwood Avenue and O'Donnell Street			RT-17
23			226 West Saratoga Street	DC-1	1	RE-23, RO-9
24			214½ North Patterson Park Avenue			
25			2140 McCulloh Street			RE-25, RA
26			140 W. West Street		5	RE-26
27			533-35 Washington Boulevard			RE-27
28			1302 Guilford Avenue			RE-28, RA
29	22		4314 Park Heights Avenue			RE-29, RT-22
30	8		3220 Frederick Avenue		12	
31	7		3121-25 Greenmount Avenue			
32	1		14 South Gay Street		7, DA	
33			1751 Gorsuch Avenue			RT-6, (RE-33 at Fire School)
34		5	316-18 South Caroline Street			RO-8
35	21		3701 Fifth Street, Brooklyn			
36			2229-41 Edmondson Avenue			RT-10
37			1204 Ridgely Street			RE-37
38			756-58 West Baltimore Street			RE-38
39 (FB)			Fort McHenry			Fire Boat "Deluge"
40			5200 Liberty Heights Avenue			
41	20		520-22 South Conkling Street			Chemical 1, RE-41, RC-1
42			3923 Southern Avenue			
43			418 Lyman Avenue			
44	25		2 Upland Road, Roland Park	BC-9		
45	27		Cross Country Boulevard and Glen Avenue			RE-45, RT-9, RO-7
46			5116 Reisterstown Road			
47			2608 Washington Boulevard			RE-47
48 (FB)			Pier 3, Canton			Fire Boat "Cascade"
49 (FB)			Wagner's Point			Fire Boat "D'Alesandro"
50			4700 Holabird Avenue		10	
51			646 North Highland Avenue			
52			3515 Woodbrook Avenue			
53			614 Swann Avenue			
54	30		5821 Belair Road			RE-54
55	23		1400 Carroll Street			RE-55
56			6514 Harford Road			
57			4427 Pennington Avenue			Chemical 2
58			2425½ Annapolis Road			
	2		104 North Paca Street			Water Tower 1
	4		929-31 McCulloh Street			RT-4
	5		1500 Harford Avenue			
	6		1227 South Hanover Street			RC-2
	11	3	401-03 West North Avenue	BC-3		RO-1
	12		3901 Liberty Heights Avenue			
	13		43 South Carey Street			
	14		4522 Harford Road		6	
	15		1221-23 North Montford Avenue			
	16		831 North Calvert Street			RA
	24		5714 Eastern Avenue			
	26		4300 Mannasota Avenue			
		1	10-12 South Gay Street	DC-2		Flood Light 2

LEGEND —

BC—Battalion Chief
DC—Deputy Chief
RA—Reserve Ambulance

RE—Reserve Engine
RT—Reserve Truck
RC—Reserve Chemical

RO—Reserve Officers Car
DA—Department Ambulance
FB—Fire Boat

BOARD OF FIRE COMM

TENURE	PRESIDENTS	COMMISSIONERS	
1859-1860	JOHN CUSHING	JOHN T. MORRIS WILLIAM H. QUINCEY	JOHN W. LOANE WILLIAM H. STRAN
1861	JOHN CUSHING	JOHN T. MORRIS WILLIAM H. QUINCEY	CHARLES W. WALKER WILLIAM H. STRAN
1862-1863	JOHN T. MORRIS	ROBERT TYSON JOHN H. BAYLIES	CHARLES W. WALKER WILLIAM H. STRAN
1864	CHARLES W. WALKER	ROBERT TYSON JOHN H. BAYLIES	THOMAS S. SUMWALT WILLIAM H. STRAN
1865 1867	JOHN H. BAYLIES	ROBERT TYSON FREDERICK ACHEY	THOMAS S. SUMWALT WILLIAM H. STRAN
1868	JOHN S. HOGG	AUGUSTUS ALBERT THOMAS W. CAMPBELL	WILLIAM WILSON, JR. EMANUEL CORBETT
1869	AUGUSTUS ALBERT	WILLIAM H. JILLARD THOMAS W. CAMPBELL	EDWIN S. JONES EMANUEL CORBETT
1870	EMANUEL CORBETT	WILLIAM WILSON, JR. THOMAS W. CAMPBELL	EDWIN S. JONES GEORGE F. THOMPSON
1871	JOHN S. HOGG	JAMES LOGAN, JR. THOMAS W. CAMPBELL	EDWIN S. JONES GEORGE F. THOMPSON
1872	JOHN S. HOGG	SAMUEL KIRK THOMAS W. CAMPBELL	EDWIN S. JONES GEORGE F THOMPSON
1873	THOMAS W. CAMPBELL	SAMUEL KIRK WILLIAM WILSON, JR.	EDWIN S. JONES GEORGE F. THOMPSON
1874	WILLIAM WILSON, JR.	SAMUEL KIRK THOMAS W. CAMPBELL	JOHN T. MORRIS JAMES A. BRUCE
1875	JOHN T. MORRIS	SAMUEL KIRK THOMAS W. CAMPBELL	HUGH GIFFORD JAMES A. BRUCE
1876-1877	JOHN T. MORRIS	SAMUEL W. REGESTER THOMAS W. CAMPBELL	HUGH GIFFORD JAMES A. BRUCE
1878-1880	SAMUEL W. REGESTER	THOMAS W. CAMPBELL CHARLES B. SLINGLUFF	JAMES E. TROTT SAMUEL HANNAH
1881-1882	SAMUEL W. REGESTER	THOMAS W. CAMPBELL CHARLES B. SLINGLUFF	BARTLETT E. SMITH SAMUEL HANNAH
1883	J. MONROE HEISKELL	FIRE MARSHAL	
1884-1886	SAMUEL KIRK	JOHN F. HUNTER	J. ALEXANDER PRESTON
1887-1889	J. ALEXANDER PRESTON	JOHN F. HUNTER	SAMUEL W. REGESTER
1890-1895	J. ALEXANDER PRESTON	JOHN F. HUNTER	GEORGE MAY
1896-1897	A. ROZEL CATHCART	ROBERT H. GILBERT	JOHN H. MC FAUL
1898-1899	A. ROZEL CATHCART	JAMES C. MULLER	CHARLES M. SHORT
1900-1903	A. ROZEL CATHCART	JOHN H. SIRICH	EDWARD M. PARRISH
1903-1907	GEORGE W. GAIL, JR.	EDWARD M. PARRISH	A. ROZEL CATHCART
1907-1911	EDWARD M. PARRISH	GILLES J. SHAW	A. ROZEL CATHCART
1911-1913	RICHARD H. JOHNS	COL. ISRAEL ROSENFELD	SIDNEY T. MANNING
1913 1915	RICHARD H. JOHNS	ISSAC FRANK	SIDNEY T. MANNING
1915	RICHARD H. JOHNS	ALBERT DIGGS	SIDNEY T. MANNING
1916-1919	ALBERT DIGGS	JOHN J. FLYNN	SIDNEY T. MANNING
1919-1923	CLINTON O. RICHARDSON	WALTER R. HOUGH	SIDNEY T. MANNING
1923	CHARLES A. JORDING	WALTER R. HOUGH	SIDNEY T. MANNING
1924-1927	WALTER R. HOUGH	TILGHMAN G. PITTS	SIDNEY T. MANNING
1927-1931	CHARLES A. JORDING	JOHN J. MC GINITY	J. ALBERT CASSEDY

SSIONERS 1859—1959

TENURE	PRESIDENTS	COMMISSIONERS	
1931-1937	ALFRED E. SHARP	GEORGE T. EVANS	SIDNEY T. MANNING
1937-1939	ALFRED E. SHARP	GEORGE T. EVANS	CHARLES W. MAIN
1939	GEORGE T. EVANS	RICHARD W. BOZEL	CHARLES W. MAIN
1939-1943	GEORGE T. EVANS	EDWARD F. BELL	WALTER A. McLEAN
1943	H. WEBSTER SMITH	WALTER A. McLEAN	EDWARD F. BELL
1943	H. WEBSTER SMITH	WALTER A. McLEAN	JAMES J. LACY, SR.
1943-1945	H. WEBSTER SMITH	THOMAS L. A. MUSGRAVE	JAMES J. LACY, SR.
1945-1946	ROBERT B. BROWN	FRANK J. HANSON	JAMES J. LACY, SR.
1946-1947	ROBERT B. BROWN	FRANK J. HANSON	JOHN E. KNOX
1947-1949	FRANK J. BAUER	CHARLES J. WELLS	EDMUND BUDNITZ
1949-1955	FRANK J. BAUER	WM. F. HILGENBERG	EDMUND BUDNITZ
1955-1959	WM. F. HILGENBERG	FRANK J. BAUER	JOHN E. WEYER
1959*	JOSEPH L. MANNING	FRANK J. BAUER	JOHN E. WEYER
1959**	JAMES J. LACY, JR.	FRANK J. BAUER	J. MARSHALL BOONE
1959***	JAMES J. LACY, JR.	GEORGE HOFFERBERT	J. MARSHALL BOONE

*From May 4, 1959 to July 1, 1959

**From July 1, 1959 to September 8, 1959

***From September 8, 1959 to Present

EXECUTIVE SECRETARIES	
1859 1860	DANIEL SUPER
1861-1867	HENRY FULTON
1868-1870	JOHN WILLIAMS
1871-1882	GEORGE A. CAMPBELL
1883-1895	DAVID H. LUCCHESI
1896-1899	STANLEY BAKER
1900-1954	PINKNEY W. WILKINSON
1954	JOHN T. O'MAILEY

CHIEFS OF FIRE DEPARTMENT	
1859-1863	CHARLES T. HOLLOWAY
1863-1868	JAMES L. STEWART
1868-1871	JOHN W. WATKINS
1871-1876	HENRY SPILMAN
1876-1893	JOHN M. HENNICK
1893-1896	JOHN L. LEDDEN
1896-1901	WILLIAM C. McAFEE
1901-1912	GEORGE W. HORTON
1912-1932	AUGUST EMRICH
1932-1950	HOWARD TRAVERS
1950-1959	MICHAEL H. LOTZ
1959	JOHN J. KILLEN

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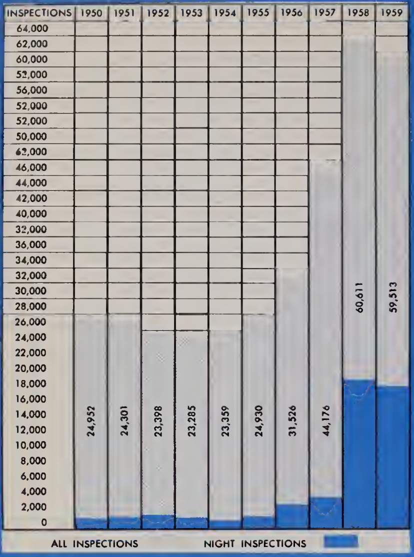
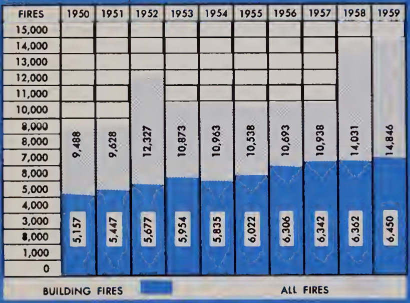
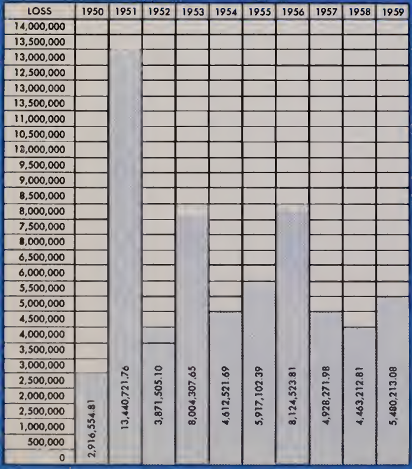






FIRE PREVENTION

COMPANY IN-SERVICE INSPECTIONS

	1959	*1958*	*1957*
Total inspections	19,749	19,918	19,204
Refusals of entry........	122	139	127

Fire Prevention Activities:

	1959	*1958*
Day Inspections	42,309	41,352
Night Inspections	10,204	19,259
Total Fire Prevention Inspections...........	52,513	60,611
Fire Prevention Code violation notices investigated	15,841	18,935
Building Code violation notices investigated	1,107	2,675
Hospitals and Convalescent Homes inspected	132	78
Nurseries and Foster Homes inspected......	123	147
Applications investigated		
Gasoline installations	57	63
Change of Occupancy.................	461	387
Fire Department Permits issued		
To Decorate	530	1,324
To Burn for Salvage..................	31	25
To Store or Handle Flammable Liquids....	303	925

IRE INVESTIGATION

INVESTIGATION OF FIRES

	1959	1958	1957
otal Number of Fires Investigated	3,507	3,574	3,849
res of Suspicious Origin	264	255	219
umber of Arrests for Arson	25	28	19
umber of Convictions for Arson	15	11	11
onvicted of Juvenile Delinquency	51	74	25
hildren under 8 years of age charged with Malicious Mischief for causing Fires	428	413	342

FIRE CASUALTIES

eaths Caused by Fires	43	36	39
juries Caused by Fires	250	195	182

CAUSES OF FATAL FIRES

as Stove	3	2	–
oal Stove	3	–	–
erosene Stove	2	1	2
lectric Stove and/or Wiring	–	1	4
ood Stove	–	–	1
erosene Lamp	1	–	–
lectric Heating Pad	1	–	–
areless Smoking	16	16	20
hildren Playing with Matches	5	3	5
ot Bricks in Newspaper	1	–	–
rash	1	2	–
lectrocution	1	6	1
uicide	1	1	–
ollision	2	–	–
ot Fully Ascertained	5	3	3
eath at Fire by Natural Causes	–	1	–
ncendiary	1	–	–
onfires	–	–	2
gnition of Flammable Vapors	–	–	1

CLASSES OF BUILDINGS WHERE DEATHS OCCURRED

wellings	27	13	25
ultiple Dwellings	10	9	6
partment Houses	1	3	1
estaurant	1	–	–
pen Yard	2	1	–
otorcycle	2	–	–
ospital	–	1	1
ailroad Right-of-Way	–	3	1
ublic Alley	–	1	–
ooming House	–	1	–
oods	–	1	–
ilk Dairy	–	1	–
anufacturing Building	–	1	–
ertilizer Mill	–	1	–
aker Control Building	–	–	1
rocery Store & Dwelling	–	–	1
arber Shop & Dwelling	–	–	1
aundry & Multiple Dwelling	–	–	1
avern & Lodging	–	–	1

FIRE DEPARTMENT SERVICE—1959

COMPANY	ALARMS RESPONSE						SILENTS	SPECIALS	TRANSFERS	TOTAL NO. OF RUNS	TIME AWAY FROM QUARTERS	
	1	2	3	4	5	6					HOURS	MINUTES
Engine 1	47	52	2	—	—	—	140	2	—	243	228	7
Engine 2	188	3	1	—	—	2	107	8	1	310	248	28
Engine 3	139	—	—	—	—	—	173	1	—	313	204	9
Engine 4	142	3	1	—	1	1	253	—	18	419	315	37
Engine 5	263	2	1	3	1	3	123	—	8	404	237	—
Engine 6	450	2	9	3	1	1	174	1	—	641	329	10
Engine 7	304	6	3	2	3	—	240	—	—	558	378	3
Engine 8	477	8	5	4	2	—	315	—	6	817	451	22
Engine 9	471	4	3	1	—	2	249	—	—	730	339	10
Engine 10	66	—	—	—	—	—	88	2	—	156	124	25
Engine 11	158	2	—	1	—	1	83	4	1	249	165	58
Engine 12	112	1	2	1	1	—	163	—	1	281	167	8
Engine 13	496	9	1	6	—	1	253	—	—	766	409	18
Engine 14	325	2	—	5	2	1	362	2	—	699	397	5
Engine 15	223	6	5	1	—	1	62	—	—	298	208	27
Engine 16	72	—	1	—	—	—	6	—	7	86	49	—
Engine 17	43	—	1	—	—	—	95	1	9	149	129	10
Engine 18	280	—	2	—	4	1	310	5	—	602	358	19
Engine 19	481	3	1	1	2	1	355	2	1	847	408	—
Engine 20	219	9	5	1	2	2	314	—	6	558	368	16
Engine 21	122	—	2	2	2	—	198	1	12	339	216	56
Engine 22	165	1	—	—	—	—	97	—	1	264	202	27
Engine 23	222	5	5	1	1	2	103	—	—	339	219	44
Engine 24	275	4	5	—	—	1	227	1	—	512	293	38
Engine 25	400	8	3	1	1	3	349	—	—	765	518	37
Engine 26	336	2	3	—	1	1	80	1	—	424	231	24
Engine 27	169	4	2	2	—	3	71	—	—	251	193	40
Engine 28	323	2	1	3	2	1	239	—	—	571	391	27
Engine 29	137	3	1	1	—	1	221	5	12	381	290	8
Engine 30	180	—	1	1	1	1	210	4	3	401	246	9
Engine 31	241	2	3	1	2	2	254	2	5	512	275	17
Engine 32	259	7	3	3	—	2	170	—	—	444	252	—
Engine 33	282	6	2	—	—	1	190	2	2	485	264	51
Engine 34	268	3	1	6	1	2	224	—	2	507	269	55
Engine 35	223	—	—	—	—	—	152	1	1	377	186	43
Engine 36	429	6	4	2	—	1	248	—	—	690	365	15
Engine 37	185	1	3	1	—	2	111	1	1	305	220	32
Engine 38	357	10	1	4	—	2	273	2	—	649	393	54
Engine 39	45	—	1	—	—	—	8	10	—	64	27	51
Engine 40	85	3	—	—	—	1	129	1	1	220	139	39
Engine 41	281	—	—	—	—	—	248	1	8	529	362	6
Engine 42	206	—	—	—	1	—	123	—	—	330	193	39
Engine 43	92	1	—	—	1	1	162	—	—	257	210	59
Engine 44	113	1	1	2	—	—	127	—	3	247	164	15
Engine 45	61	—	—	—	1	1	186	1	2	252	169	11
Engine 46	158	1	—	—	1	—	345	2	1	508	295	27
Engine 47	136	—	1	1	—	2	96	—	—	236	164	1
Engine 48	8	—	1	—	—	—	11	7	17	44	46	47
Engine 49	21	—	—	—	—	—	11	6	2	40	63	36
Engine 50	152	—	—	—	—	—	194	1	—	346	290	13
Engine 51	280	4	1	1	—	—	296	—	2	584	369	56
Engine 52	249	5	1	1	—	2	186	—	—	444	337	39
Engine 53	103	1	—	1	—	1	179	1	—	286	148	53
Engine 54	110	3	1	—	—	—	140	3	9	266	243	48
Engine 55	167	3	3	1	1	2	90	—	1	268	230	35
Engine 56	108	—	—	—	—	—	127	—	—	235	130	49
Engine 57	55	—	—	—	—	—	117	6	—	178	164	38
Engine 58	247	1	—	2	—	2	268	1	—	521	341	36

FIRE DEPARTMENT SERVICE—1959

COMPANY	ALARMS RESPONSE						SILENTS	SPECIALS	TRANSFERS	TOTAL NO. OF RUNS	TIME AWAY FROM QUARTERS	
	1	2	3	4	5	6					HOURS	MINUTES
Truck 1	279	5	1	1	—	—	102	—	—	388	213	51
Truck 2	228	2	1	2	—	—	195	—	—	420	413	30
Truck 3	288	3	1	—	—	—	211	5	5	513	267	21
Truck 4	304	3	1	—	—	—	193	1	1	503	315	—
Truck 5	311	2	1	1	—	—	266	3	—	584	290	46
Truck 6	181	3	—	4	—	—	127	7	—	322	143	44
Truck 7	120	3	—	—	—	—	145	—	23	291	243	39
Truck 8	172	—	—	—	—	—	129	1	—	302	185	51
Truck 9	59	2	—	—	—	—	65	—	2	128	74	12
Truck 10	388	5	1	1	—	—	417	2	7	821	457	53
Truck 11	233	4	—	1	—	—	414	1	—	653	386	21
Truck 12	80	4	1	—	—	—	150	—	—	235	143	35
Truck 13	223	5	2	2	—	—	245	5	—	482	319	30
Truck 14	64	1	—	—	—	—	97	1	2	165	131	58
Truck 15	191	4	1	2	—	—	192	1	1	392	202	29
Truck 16	145	5	1	4	—	—	138	—	—	293	187	27
Truck 17	70	2	—	—	—	—	49	1	20	142	209	35
Truck 18	169	7	2	3	1	3	198	2	9	394	283	55
Truck 19	40	—	—	—	—	—	46	—	—	86	64	14
Truck 20	159	1	—	—	—	—	109	—	—	269	191	57
Truck 21	191	1	—	—	—	—	84	1	—	277	138	4
Truck 22	77	2	—	3	—	—	159	—	—	241	159	41
Truck 23	143	4	1	—	—	—	119	—	16	283	275	44
Truck 24	98	—	1	—	—	—	190	5	—	294	159	14
Truck 25	29	—	—	1	—	—	68	1	2	101	84	24
Truck 26	172	2	2	—	—	—	188	3	—	367	208	8
Truck 27	35	3	—	—	—	—	97	1	2	138	95	9
Truck 28	33	—	—	—	—	—	49	—	—	82	77	23
Truck 29	89	1	—	1	—	—	119	—	5	215	116	27
Truck 30	53	1	—	—	—	—	50	—	3	107	80	5
Hose 1	76	5	—	—	—	—	—	—	—	81	38	1
Hose 2	63	—	—	—	—	—	—	—	—	63	37	41
Hose 3	256	1	—	—	—	—	253	7	—	516	254	28
Hose 5	122	—	—	—	—	—	4	—	5	131	56	33
Chemical 1	82	—	—	—	—	—	—	—	—	82	44	16
Chemical 2	21	—	—	—	—	—	—	—	—	21	20	7
Water Tower 1	114	6	—	—	—	—	—	—	—	120	58	2
Flood Light 1	61	19	1	—	—	—	—	2	—	83	120	8
Flood Light 2	126	11	1	—	—	1	—	13	—	152	182	37

FIRST TEN ENGINE COMPANIES—SERVICE

1—Engine 19	847
2—Engine 8	817
3—Engine 13	766
4—Engine 25	765
5—Engine 9	730
6—Engine 14	699
7—Engine 36	690
8—Engine 38	649
9—Engine 6	641
10—Engine 18	602

FIRST TEN TRUCK COMPANIES—SERVICE

1—Truck 10	821
2—Truck 11	653
3—Truck 5	584
4—Truck 3	513
5—Truck 4	503
6—Truck 13	482
7—Truck 2	420
8—Truck 18	394
9—Truck 15	392
10—Truck 1	388

APPARATUS

ENGINE COMPANIES

Company	Vehicle No.	Type Pump Capacity	In Service
Engine 1	69	Mack, Rescue Squad	October 25, 1950
Engine 2	45	Seagrave, 750 GPM	May 29, 1946
Engine 3	57	Ward LaFrance, 750 GPM	November 19, 1947
Engine 4	73	Ward LaFrance, 750 GPM	February 26, 1954
Engine 5	31	American LaFrance, 750 GPM	May 14, 1941
Engine 6	77	Peter Pirsch, 1000 GPM	December 6, 1954
Engine 7	41	American LaFrance, 1250 GPM	April 12, 1944
Engine 8	79	Peter Pirsch, 1000 GPM	December 10, 1954
Engine 9	35	Mack, 750 GPM	July 3, 1942
Engine 10	46	Seagrave, 750 GPM	May 29, 1946
Engine 11	32	American LaFrance, 750 GPM	May 15, 1941
Engine 12	47	Seagrave, 750 GPM	May 29, 1946
Engine 13	52	Seagrave, 750 GPM	July 8, 1946
Engine 14	51	Seagrave, 750 GPM	June 19, 1946
Engine 15	66	Mack, 750 GPM	September 30, 1948
Engine 16	—	Fire Boat (CATARACT) 7000 GPM	Feb. 17, 1914
Engine 17	53	Seagrave, 750 GPM	July 9, 1946
Engine 18	50	Seagrave, 750 GPM	June 18, 1946
Engine 19	40	Mack, 750 GPM	December 13, 1944
Engine 20	71	Ward LaFrance, 750 GPM	November 20, 1951
Engine 21	39	Mack, 750 GPM	November 25, 1944
Engine 22	54	Ward LaFrance, 750 GPM	March 25, 1947
Engine 23	67	Mack, 750 GPM	February 7, 1949
Engine 24	74	Mack, 750 GPM	December 13, 1944
Engine 25	56	Ward LaFrance, 750 GPM	June 10, 1947
Engine 26	42	Mack, 750 GPM	January 2, 1945
Engine 27	55	Ward LaFrance, 750 GPM	May 22, 1947
Engine 28	78	Peter Pirsch, 1000 GPM	December 8, 1954
Engine 29	72	Ward LaFrance, 750 GPM	December 1, 1953
Engine 30	59	Ward LaFrance, 750 GPM	December 16, 1947
Engine 31	36	Seagrave, 750 GPM	November 13, 1943
Engine 32	44	American LaFrance, 1250 GPM	June 28, 1945
Engine 33	83	Peter Pirsch, 1000 GPM	January 24, 1957
Engine 34	38	American LaFrance, 1250 GPM	March 14, 1944
Engine 35	48	Seagrave, 750 GPM	June 9, 1946
Engine 36	84	Peter Pirsch, 1000 GPM	November 8, 1957
Engine 37	37	Mack, 750 GPM	December 13, 1943
Engine 38	82	Ward LaFrance, 1000 GPM	December 19, 1955
Engine 39	—	Fire Boat (Deluge) 9000 GPM	March 4, 1911
Engine 40	58	Ward LaFrance, 750 GPM	November 26, 1947
Engine 41	60	Ward LaFrance, 750 GPM	December 30, 1947
Engine 42	81	Peter Pirsch, 1000 GPM	June 2, 1955
Engine 43	34	Mack, 750 GPM	May 28, 1942
Engine 44	85	Peter Pirsch, 1000 GPM	December 22, 1958
Engine 45	70	Ward LaFrance, 750 GPM	November 15, 1951
Engine 46	68	Ward LaFrance, 750 GPM	September 21, 1950
Engine 47	28	Mack, 750 GPM	November 2, 1939
Engine 48	—	Fire Boat (Cascade) 2800 GPM	June 27, 1921
Engine 49	—	Fire Boat (Mayor Thomas D'Alesandro, Jr.) 12,500 GPM	September 16, 1956
Engine 50	61	Ward LaFrance, 750 GPM	January 21, 1948
Engine 51	86	Peter Pirsch, 1000 GPM	December 23, 1958
Engine 52	64	Mack, 750 GPM	May 24, 1948
Engine 53	49	Seagrave, 750 GPM	June 4, 1946
Engine 54	80	Peter Pirsch, 1000 GPM	June 1, 1955
Engine 55	63	Mack, 750 GPM	May 19, 1948
Engine 56	43	Mack, 750 GPM	January 3, 1945
Engine 57	65	Mack, 750 GPM	May 17, 1948
Engine 58	62	Mack, 750 GPM	May 3, 1948

FLOOD LIGHT, FUEL AND SUPPLY WAGONS

Unit	Location	Vehicle No.	Type and Date
Tank Wagon 2	Repair Shop	504	Mack—1923
Flood Light 1	Engine 1	514	Mack—1948
Flood Light 2	Hose 1	515	Mack—1948
Supply Wagon 1	Engine 15	913	Chevrolet—1952—½ ton
Supply Wagon 2	Truck 5	914	Chevrolet—1952—½ ton
Supply Wagon 5	Engine 15	915	Chevrolet—1952—1½ ton

TRUCK COMPANIES

Company	Vehicle No.	Type—Size of Aerial Ladder	In Service
Truck 1	326	American LaFrance, 100′—Metal	Nov. 2, 1943
Truck 2	327	American LaFrance, 100′—Metal	April 17, 1944
Truck 3	339	Peter Pirsch, 100′—Metal	December 1, 1955
Truck 4	338	American LaFrance, 100′—Metal	June 23, 1955
Truck 5	331	Mack, 85′—Wood	October 4, 1950
Truck 6	336	American LaFrance, 100′—Metal	Nov. 24, 1954
Truck 7	330	Mack, 85′—Wood	November 21, 1949
Truck 8	325	Seagrave, 85′—Wood	May 4, 1943
Truck 9	323	Seagrave, 65′—Metal	December 9, 1942
Truck 10	341	Peter Pirsch, 100′—Metal	November 8, 1957
Truck 11	340	Peter Pirsch, 100′—Metal	January 25, 1957
Truck 12	315	Mack, 85′—Wood	April 7, 1941
Truck 13	342	Peter Pirsch, 100′—Metal	February 3, 1959
Truck 14	333	Mack, 65′—Metal	February 21, 1952
Truck 15	308	Mack, 85′—Wood	December 21, 1940
Truck 16	337	American LaFrance, 100′—Metal	Dec. 1, 1954
Truck 17	318	Mack, 85′—Wood	November 11, 1941
Truck 18	320	Seagrave, 85′—Wood	November 17, 1941
Truck 19	328	American LaFrance, 65′—Metal	April 26, 1945
Truck 20	317	Mack, 85′—Wood	June 2(, 1941
Truck 21	329	American LaFrance, 65′—Metal	August 10, 1945
Truck 22	332	Mack, 65′—Metal	December 12, 1950
Truck 23	319	Mack, 85′—Wood	September 3, 1942
Truck 24	321	American LaFrance, 65′—Metal	Feb. 25, 1942
Truck 25	324	Seagrave, 65′—Metal	January 20, 1943
Truck 26	322	American LaFrance, 65′—Metal	Feb. 24, 1942
Truck 27	334	Peter Pirsch, 65′—Metal	March 20, 1952
Truck 28	309	Seagrave, 85′—Wood	January 7, 1941
Truck 29	335	Peter Pirsch, 85′—Metal	February 26, 1954
Truck 30	313	American LaFrance, 85′—Wood	March 20, 1941

HOSE

Company	Vehicle No.	Type—Pump Capacity	In Service
Hose 1	512	Mack, Hose Wagon	January 6, 1947
Hose 2	513	Mack, Hose Wagon	January 23, 1947
Hose 3	516	Mack, 750 GPM	June 15, 1951
Hose 5	517	Ward LaFrance, 1000 GPM	January 2, 1957

CHEMICAL COMPANIES

Company	Vehicle No.	Type	In Service
Chemical 1	518	(E-41)GMC, Chemical Wagon	Feb. 16, 1959
Chemical 2	519	(E-57)GMC, Chemical Wagon	April 15, 1959

WATER TOWER COMPANY

Company	Vehicle No.	Type—Extended Height of Mast	In Service
Water Tower 1	510	Mack Tractor—58′10″	December 23, 1933

OFFICERS' CARS

Unit	Vehicle No.	Company Location	Type and Date
Chief of Fire Department	629	Engine 53	Buick—1956
Deputy Chief—1st Division	625	Engine 23	Ford—1956
Deputy Chief—2nd Division	626	Hose 1	Ford—1956
Deputy Chief No. 7	630	Engine 43	Buick—1956
Supt. of Maintenance	614	Repair Shop	Buick—1950
Asst. Supt. of Maintenance	613	Repair Shop	Buick—1950
Battalion Chief No. 1	631	Engine 11	Chevrolet—1958
Battalion Chief No. 2	627	Engine 6	Ford—1956
Battalion Chief No. 3	628	Truck 11	Ford—1956
Battalion Chief No. 4	632	Engine 13	Chevrolet—1958
Battalion Chief No. 5	633	Engine 15	Chevrolet—1958
Battalion Chief No. 6	622	Engine 2	Chevrolet—1953
Battalion Chief No. 7	635	Engine 20	Ford—1959
Battalion Chief No. 8	636	Engine 19	Ford—1959
Battalion Chief No. 9	634	Engine 44	Chevrolet—1958
Battalion Chief No. 10	623	Engine 14	Chevrolet—1953
Battalion Chief No. 34	619	Engine 30	Buick—1951
Battalion Chief No. 35	616	Engine 25	Buick—1951
Battalion Chief No. 36	610	Truck 24	Buick—1951

MUNICIPAL AMBULANCES

Unit	Vehicle No.	Company Location	Type and Date
Captain—Ambulance Division	700	Engine 22	Chevrolet—1947
Ambulance 1	720	Engine 23	Cadillac—1958
Ambulance 2	711	Engine 11	Cadillac—1954
Ambulance 3	714	Engine 19	Cadillac—1956
Ambulance 4	716	Engine 13	Cadillac—1956
Ambulance 5	712	Engine 26	Cadillac—1954
Ambulance 6	717	Truck 14	Cadillac—1957
Ambulance 7	708	Truck 1	Buick—1951
Ambulance 8	721	Engine 20	Cadillac—1958
Ambulance 9	710	Engine 10	Cadillac—1953
Ambulance 10	713	Engine 50	Cadillac—1955
Ambulance 11	715	Engine 21	Cadillac—1956
Ambulance 12	718	Engine 30	Cadillac—1957
Mobile Hospital Unit	719	Truck 1	Ford—1957

FIRE ALARM TELEGRAPH

Unit	Vehicle No.	Company Location	Type and Date
Supt. of Fire Alarm	921	Engine 24	Chevrolet Sedan—1953
Chief Lineman	928	Engine 19	Chevrolet Coupe—1957
Fire Alarm 3	922	Engine 9	Chevrolet 1 ton—1954
Fire Alarm 4	923	Engine 25	Chevrolet ¾ ton—1954
Fire Alarm 5	925	Engine 33	Chevrolet ¾ ton—1954
Fire Alarm 6	910	Engine 9	Chevrolet 2 ton—1949
Fire Alarm 7 (Reserve)	906	Engine 52	Ford 1½ ton—1945
Fire Alarm 8	917	Engine 33	Chevrolet 1 ton—1953
Fire Alarm 9	911	Engine 9	Chevrolet 2 ton—1949
Fire Alarm 10	924	Engine 33	Chevrolet ¾ ton—1954
Fire Alarm 11	908	Engine 8	Chevrolet ¾ ton—1947
Fire Alarm 12	916	Engine 30	Chevrolet ½ ton—1953
Fire Alarm 13 (Reserve)	907	Engine 27	Ford ¾ ton—1945
Fire Alarm 14	912	Engine 30	Chevrolet ¾ ton—1947
Fire Alarm 15	803	Engine 30	Chevrolet Coupe—1949

REPAIR SHOP

Unit	Vehicle No.	Type and Date
Dump Truck 1	905	Ford 1 ton—1945
Repair Shop 3	926	Ford ½ ton—1956
Repair Shop 4	918	Chevrolet 1½ ton—1954
Repair Shop 5	919	Chevrolet 1 ton—1954
Repair Shop 7	920	Chevrolet 1 ton—1954
Repair Shop 9	927	Ford ½ ton—1956
Repair Shop 10	929	Chevrolet ½ ton—1957
Repair Shop Wrecker	930	International—1958

MISCELLANEOUS CARS

Unit	Vehicle No.	Company Location	Type and Date
Commissioner's Car	1002	Engine 18	Cadillac Sedan—1957
Fire Prevention 1	823	Engine 51	Chevrolet Coupe—1957
Fire Prevention 2	828	Engine 19	Ford Coupe—1959
Fire Prevention 3	814	Engine 21	Ford Coupe—1956
Fire Prevention 4	805	Engine 18	Chevrolet Coupe—1949
Fire Prevention 5	810	Engine 22	Ford Coupe—1955
Fire Prevention 6	812	Engine 9	Ford Coupe—1955
Fire Prevention 7	813	Engine 24	Ford Coupe—1955
Fire Prevention 8	811	Engine 19	Ford Coupe—1955
Fire Prevention 9	822	Engine 36	Chevrolet Coupe—1957
Fire Prevention 10	827	Engine 41	Chevrolet Coupe—1958
Fire Prevention 11	802	Truck 12	Chevrolet Coupe—1949
Fire Prevention 12	815	Engine 51	Ford Coupe—1956
Fire Prevention 13	816	Engine 56	Ford Coupe—1956
Fire Prevention 14	817	Engine 4	Ford Coupe—1956
Fire Prevention 15	818	Truck 5	Ford Coupe—1956
Fire Prevention 16	819	Engine 5	Chevrolet Coupe—1957
Fire Prevention 17	820	Engine 12	Chevrolet Coupe—1957
Fire Prevention 18	821	Engine 58	Chevrolet Coupe—1957
Fire Investigation 1	807	Engine 40	Chevrolet Coupe—1949
Fire Investigation 2	824	Engine 56	Chevrolet Coupe—1958
Fire Investigation 3	825	Engine 53	Chevrolet Coupe—1958
Fire Investigation 4	826	Engine 31	Chevrolet Coupe—1958
Fire Investigation 5(Res.)	808	Engine 8	Chevrolet Coupe—1949
Fire Investigation 6(Res.)	809	Engine 8	Chevrolet Coupe—1949
Fire Investigation 7(Res.)	806	Rep. Shop	Chevrolet Coupe—1949

RESERVE ENGINES—SECOND LINE

Unit	Vehicle No.	Location	Type and Date	Capacity of Pumps
SLE 1	33	Engine 1	American LaFrance—1941	Squad Wagon
SLE 4	23	Engine 4	American LaFrance—1939	750 GPM
SLE 6	25	Engine 6	Seagrave—1939	750 GPM
SLE 7	1	Engine 7	Mack—1917	600 GPM
SLE 8	26	Engine 8	Seagrave—1939	750 GPM
SLE 9	15	Engine 9	Mack—1926	750 GPM
SLE 10	22	Engine 10	Mack—1939	750 GPM
SLE 11	29	Engine 11	American LaFrance—1940	750 GPM
SLE 13	17	Engine 13	Mack—1938	750 GPM
SLE 14	3	Engine 14	Ahrens-Fox—1922	750 GPM
SLE 15	75	Engine 15	G.M.C. (Civil Def.)—1954	750 GPM
SLE 19	16	Engine 19	Mack—1927	750 GPM
SLE 21	7	Engine 21	Ahrens-Fox—1922	750 GPM
SLE 23	76	Engine 23	G.M.C. (Civil Def.)—1954	750 GPM
SLE 25	8	Engine 25	Ahrens-Fox—1923	750 GPM
SLE 26	10	Engine 26	Ahrens-Fox—1923	750 GPM
SLE 27	27	Engine 27	Mack—1939	750 GPM
SLE 28	24	Engine 28	American LaFrance—1939	750 GPM
SLE 29	19	Engine 29	American LaFrance—1938	750 GPM
SLE 33	20	Engine 33	American LaFrance—1938	750 GPM
SLE 37	18	Engine 37	Seagrave—1938	750 GPM
SLE 38	14	Engine 38	Mack—1926	750 GPM
SLE 41	30	Engine 41	American LaFrance—1940	750 GPM
SLE 45	13	Engine 45	Mack—1926	750 GPM
SLE 47	5	Engine 47	Ahrens-Fox—1922	750 GPM
SLE 54	21	Engine 54	Mack—1938	750 GPM
SLE 55	4	Engine 55	Ahrens-Fox—1922	750 GPM

RESERVE TRUCKS—SECOND LINE

Unit	Vehicle No.	Location	Type and Date	Description
SLT 4	310	Truck 4	Seagrave—1941	Aerial—85′
SLT 5	300	Engine 3	Mack—1941	Aerial—85′
SLT 6	312	Engine 33	Seagrave—1941	Aerial—85′
SLT 9	307	Engine 45	Mack—1938	Quad
SLT 10	306	Engine 36	Mack—1938	Quad
SLT 17	311	Truck 17	American LaFrance—1941	Aerial—85′
SLT 18	316	Truck 18	Mack—1941	Aerial—85′
SLT 22	314	Truck 22	Seagrave—1941	Aerial—85′

RESERVE CHEMICAL—SECOND LINE

Unit	Vehicle No.	Location	Type and Date	Description
SLC 1	506	Engine 41	Mack—1928	Chemical Wagon
SLC 2	507	Truck 6	Mack—1917	Chemical Wagon
SLC 4	503	Engine 18	Mack—1923	Chemical Wagon

MISCELLANEOUS RESERVES

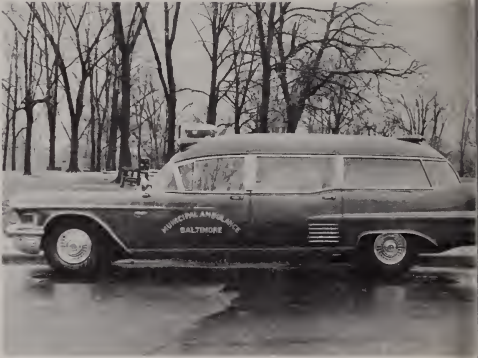
Unit	Vehicle No.	Location	Type and Date
Ambulance 13	707	Engine 25	Buick—1948
Ambulance 14	709	Engine 28	Buick—1952
Ambulance 15	706	Truck 16	Buick—1948
Ambulance 17	704	Engine 12	Buick—1947
Reserve Officer 1	607	Truck 11	Buick Coach—1942
Reserve Officer 2	609	Engine 14	Buick Sedanette—1944
Reserve Officer 3	620	Engine 3	Chevrolet Sedan—1953
Reserve Officer 4	608	Engine 34	Buick Coach—1942
Reserve Officer 5	621	Engine 19	Chevrolet Sedan—1953
Reserve Officer 6	612	Engine 12	Buick Sedan—1950
Reserve Officer 7	624	Engine 45	Chevrolet Sedan—1953
Reserve Officer 8	618	Hose 1	Buick Sedan—1951
Reserve Officer 9	615	Engine 23	Buick Sedan—1950
Reserve Officer 10	617	Engine 13	Buick Sedan—1951
Reserve Officer 11	611	Engine 17	Buick Sedan—1949
Second Line Hose 4	500	Engine 12	Mack Hose Wagon—1921
Steamer (RE-3)	—	Fire School	Christie Steamer
Steamer (E-14)	—	Engine 33	Horse Drawn
2 Hand Drawn Hose Reels	—	Engine 33	
3 Hand Drawn Pumpers	—	Engine 33	

AMBULANCE SERVICE

The Fire Department Ambulance Service was initiated June 25, 1927. The Service was inaugurated with 5 Ambulances being placed in service.

Five thousand runs were made the first year.

During the year 1959, with 12 Ambulances in service, more than 31,000 runs were made. In other words, the size of the fleet has doubled but business has multiplied more than 6 times.



STATISTICS

	1959	*1958*
Accidents	9,333	8,941
Sick	18,503	18,249
Ambulance not required	3,006	2,849
Total	30,842	30,039
Highway Calls	10,004	7,494
Residence Calls	6,761	12,022
Hospital Calls	11,071	7,674
Ambulance not required	3,006	2,849
Total	30,842	30,039

647 babies were born during 1959 under the care of the Ambulance Crews. The ambulances traveled a total of 130,000 miles during 1959.

MUNICIPAL AMBULANCE SERVICE
1959

Ambulance No.	*Location*	*Number of Calls*
1	Engine 23	3,453
2	Engine 11	3,694
3	Engine 19	3,994
4	Engine 13	4,315
5	Engine 26	2,725
6	Truck 14	2,027
7*	Truck 1	2,095
8	Engine 20	2,418
9	Engine 10	946
10	Engine 50	1,497
11	Engine 21	1,927
12	Engine 30	1,751
	Total	30,842

** Used primarily to handle indigent litter cases for the Health & Welfare Department, during daylight hours.*

INFIRMARY

	1959	*1958*	*1957*
Illness	1,357	1,559	1,756
Treatments for Illness	3,342	4,317	4,685
Days Lost for Illness	8,509	7,634	4,915
Injuries	503	492	550
Treatments for Injuries	1,590	1,725	1,977
Days Lost for Injuries	3,531	4,566	5,488
Average Days Lost per man per year	5.8	6.2	5.5
Deaths—			
Line of Duty	0	1	1
Other than Line of Duty	7	10	8
Minor Operations performed at Infirmary	104	122	165

Other services rendered at the Infirmary include Diathermy, Medcolator and Whirlpool Treatments; Tetanus and Penicillin Inoculations; Electrocardiograms; Physical Surveys, and also assisting the City Service Commission in examining prospective new Fire Fighters.

MARINE DIVISION

Mr. Thomas D. Bowes, the Naval Architect who designed the outstanding Fireboat MAYOR THOMAS D'ALESANDRO, JR., was commissioned by the Board of Fire Commissioners to design three new fireboats to replace the old, obsolete fireboats CATARACT, DELUGE and CASCADE.

The three new vessels designed by Mr. Bowes will be identical in every respect. Each will have a controllable pitch propeller and a single Diesel engine which will perform the dual function of propulsion and pumping. By a simple clutch movement on the diesel engine, each boat will be able to go from full propulsion to full pumping and still have sufficient power remaining for maneuvering the vessel. The many unique features incorporated into the design of the three new vessels should provide the ultimate in fireboat maneuverability and operating efficiency.

Contracts for construction of the three new fireboats were awarded to the Jakobson Shipyard, Inc., Oyster Bay, Long Island, New York.

The vessels are presently under construction, and are scheduled for completion on or about September 1960.

Last Summer the Baltimore City Police Department replaced their Cabin Cruiser "Beverly Ober" with a larger vessel that better suited their needs around the Baltimore Harbor.

Aware of the fact that the Fire Department was in need of a small vessel to replace the "tender" that was scrapped due to its obsolescence, the Commissioner and Chief of the Police Department arranged for the donation of the "Beverly Ober" to the Fire Department's Marine Division.

The "Beverly Ober" is 37.3 feet with a 11.9 foot beam and was built at the Edwards Boat Company in Middle River, Maryland in 1956. It has two Chrysler special six-cylinder gasoline engines each with 125 rated horsepower.

This vessel is fully equipped and was put into service August 7th, 1959 to serve as a command boat for the Marine Division and will prove a most worthy addition to the Marine Fleet.

This generous donation by the Police Department to the Fire Department is a fine example of the wonderful relations that prevail between these important public safety services.

PROMOTIONS — 1959

To Rank of

CHIEF OF FIRE DEPARTMENT

JOHN J. KILLEN

DEPUTY CHIEFS

EMORY J. KEMPF
JOHN E. EGE

BATTALION CHIEFS

CHARLES E. LOUGHLIN
ALBERT E. STANEK
JOHN M. FRAZIER
KAYTON G. MOSES
EDWARD J. CALLAHAN
FRANCIS C. TICHA
JOSEPH T. DALES
THOMAS L. RILEY
TOD T. HANCOCK

CAPTAINS

JOSEPH C. RUFFING
CHARLES J. FRANKLIN
GEORGE A. POWELL, JR.
IRVIN A. GOODRICH
BERT V. BEDFORD, JR.
HAROLD W. LETTS, JR.
FRANK W. BROWN
JULIUS L. WITZEL
FREDERICK C. BYRNES
GODFREY E. RYS

LIEUTENANTS

ALBERT E. EMINIZER
JOHN F. HARRINGTON
EARL P. LIST, SR.
HENRY O. LUTSCHE
BERNARD C. NOLAN
JOHN P. ROMMAL
FRANK E. LITTLE
HARRY F. CARLE
OMAR B. WESSEL
FRANK F. SNYDER
ALBERT N. FEEHELY
JAMES T. GOODWIN
RICHARD F. MORAN
STANLEY MALESKI
STUART BAILEY
MARION W. DIGGS
JOHN T. HARVEY
EUGENE J. FITZSIMMONS
EDWARD W. ZELENKA
THOMAS V. PRICE
DONALD L. WEBB
MAXWELL K. WOELFER
CHARLES A. MUELLER
EDWARD A. HOOPER
WILLIAM G. GOTTSCHALK
CASHMIR A. YANKOWSKI
JOHN G. MADSEN
JAMES J. GALLAGHER
JOSEPH W. McLAUGHLIN
JOSEPH A. SPADARO
WILLIAM L. HUNT
THADDEUS V. PASEK
JAMES M. FENHAGEN
FRANCIS E. KOTMAIR
CHARLES L. TOUTLOFF, JR.
CHARLES S. CORNELL
PERRY MacBURNEY
THEODORE G. KREMER
RAYMOND C. O'DONNELL
JOHN P. MULLIN
ROY E. BUCK, JR.
PATRICK P. FLYNN
JOHN A. MUELLER
GILBERT T. RANDALL
PAUL A. SROKA
TILGHMAN A. SHAMER
GEORGE A. WIDERMAN, JR.
WILLIAM FREMD
ERNEST N. SAUBLE
WILLIAM S. GRAHE
WILLIAM T. HUBBARD
RALPH H. HALL

PUMP OPERATORS

GEORGE L. GALLAGHER
LOUIS W. GESSWEIN
ROLAND S. WOLF
JOHN P. CINQUEGRANI
WILLIAM J. SNYDER
CHARLES J. SCHRUEFER
JAMES C. PELESKA, JR.
JOSEPH E. CHEELSMAN
PERRY MacBURNEY
FRANK A. THOMPSON
CHARLES H. PORRECA
WILLIAM F. EIBNER
ERNEST W. GRILL
JOSEPH C. FIEDLER
LEROY R. HILLARY
JAMES J. WILLIAMS
WILLIAM L. HUNT
THOMAS S. SMITH
ALBERT W. BERAN
CALVIN F. CLARK
WILLIAM H. McKELDIN
JAMES K. ECKER
GEORGE L. BENTS
EARL C. PARTHREE
WILLIAM GOTTSCHALK
CHARLES E. WHITE
JOHN O. BAUMANN
EDWARD C. HECKROTTE
JOSEPH H. COALE
CHARLES A. MUELLER
JAMES J. GALLAGHER
WILLIAM W. THOMPSON
MEDFORD G. LILLY
LEWIS F. SOCKRITER
HARRY W. JOHNSON
CHARLES W. HOPPERT, JR.
GORDON W. BAER
KENNETH N. FREDERICK
ELMER D. FINK
ANTON R. MOORE
ALBERT W. WEISS
GEORGE F. FEELEY
WILLIAM E. BERESH
CLIFTON C. WILLIAMS
HERMAN WILLIAMS, JR.
WILLIAM H. STORCK
MICHAEL W. JACHELSKI
ANDREW P. SHOWS
HERBERT R. JENKINS
CHARLES S. DEGGES
BERNARD G. VANE
LOUIS HAMILTON
STEFAN W. NIZIOLEK
CHARNEY L. HARRIS
WILLIAM G. BELL
HARRY W. WICKLEIN
THOMAS F. POTTER, JR.
THOMAS J. McHALE
JAMES J. FLORIN
RALPH ASHBROOK
ANDREW KOVALSKY
WILLIAM E. PROESCHER
FRANK C. COYNE
ELMER C. BEVERUNGEN
DANIEL A. CARROLL
THOMAS CHAMBERS
JOHN J. LANG
GEORGE L. KRAFT
ERVIN G. REYNOLDS

ASSISTANT MOTOR MARINE ENGINEER

ORA A. NEWKIRK

ASSISTANT MARINE ENGINEER

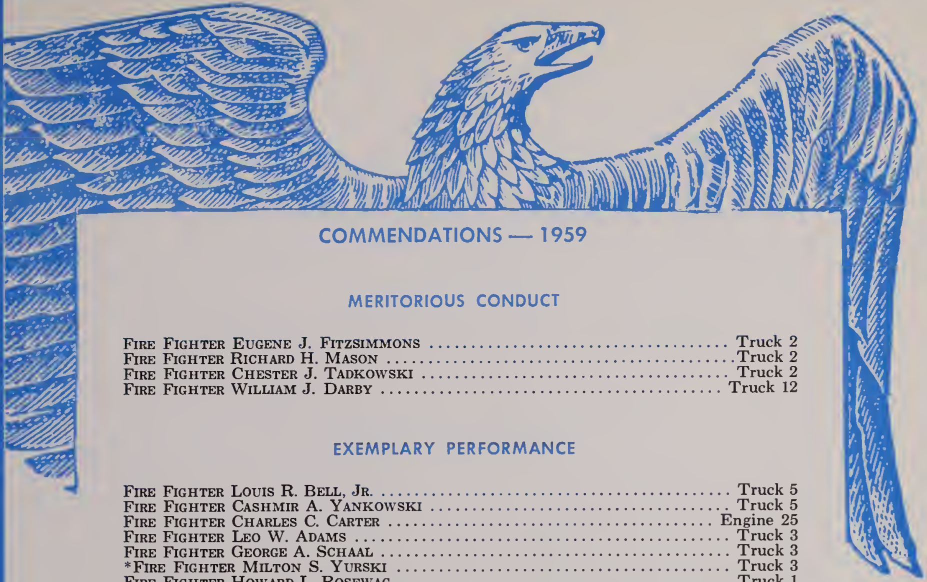
JOHN L. WALTON
FRANKLIN A. LAWSON

PILOT

IRA F. ZENTZ

RETIREMENTS — 1959

FIRE FIGHTER HENRY F. BELZNER	Truck 16
FIRE FIGHTER MILFORD JONES	Engine 11
FIRE FIGHTER LEONARD J. McGONIGLE	Truck 10
CAPTAIN EDWARD G. SULLIVAN	Fire Prevention
FIRE FIGHTER RICHARD A. SUTCH	Truck 10
FIRE FIGHTER DANIEL J. LINK	Engine 56
FIRE FIGHTER JOHN A. RUSSELL	Headquarters
CHIEF OF FIRE DEPARTMENT MICHAEL H. LOTZ	Headquarters
FIRE FIGHTER AUGUST L. HERRING	Hose 2
FIRE FIGHTER VERNON A. CRUSE	Truck 6
FIRE FIGHTER JOHN T. DIFFENBAUGH	Truck 16
DEPUTY CHIEF CHARLES H. THIESS	Hose 1
DR. FRANK N. OGDEN	Infirmary
FIRE FIGHTER JOHN C. FIROVED	Truck 18
FIRE FIGHTER ALBERT F. BROWN	Engine 11
ASST. MARINE ENGINEER LEO T. BACKUS	Engine 48
FIRE FIGHTER JOHN E. SCHNEIDER	Engine 21
FIRE FIGHTER FRANK J. HILINSKI	Hose 5
FRANK J. BAUER, FIRE COMMISSIONER	Headquarters
PUMP OPERATOR FREDERICK C. WEISS, JR.	Engine 56
FIRE FIGHTER WALTER H. DUVALL, SR.	Engine 37
FIRE FIGHTER STEPHEN SOCHA	Truck 15
LIEUTENANT CONRAD G. KRONER	Truck 23
FIRE FIGHTER JACOB W. SHOVER, JR.	Truck 7
LIEUTENANT WILLIAM C. CROCHER	Truck 15
FIRE FIGHTER GEORGE H. DICKEL	Truck 23
FIRE FIGHTER FRANK W. DERRENBERGER	Truck 18
FIRE FIGHTER EDWARD L. BOND	Engine 26
FIRE FIGHTER JOHN J. DICKERSON	Water Tower 1



COMMENDATIONS — 1959

MERITORIOUS CONDUCT

Fire Fighter Eugene J. Fitzsimmons	Truck 2
Fire Fighter Richard H. Mason	Truck 2
Fire Fighter Chester J. Tadkowski	Truck 2
Fire Fighter William J. Darby	Truck 12

EXEMPLARY PERFORMANCE

Fire Fighter Louis R. Bell, Jr.	Truck 5
Fire Fighter Cashmir A. Yankowski	Truck 5
Fire Fighter Charles C. Carter	Engine 25
Fire Fighter Leo W. Adams	Truck 3
Fire Fighter George A. Schaal	Truck 3
*Fire Fighter Milton S. Yurski	Truck 3
Fire Fighter Howard L. Rosewag	Truck 1
Pump Operator Walter E. Zimmerman	Engine 28
Fire Fighter William L. Brunson, Jr.	Engine 28
Fire Fighter Jacob J. Weiland	Truck 16
Fire Fighter Jasper L. Nesbit	Truck 16
Fire Fighter Frank C. Coyne	Engine 5
Fire Fighter Leonard E. Polomski	Engine 34
Lieutenant Joseph A. McLaughlin	Fire Prevention Bureau
Captain George E. Endler	Engine 38
Captain Elmer W. Katzenberger	Fire Investigation Bureau
*Lieutenant John V. Magruther	Fire Investigation Bureau
Lieutenant Harry S. White	Engine 30
Fire Fighter Thomas W. Gale	Truck 13
Fire Fighter Edward T. Grosscup	Truck 13
Fire Fighter Charles S. McComas	Truck 13
Fire Fighter Vaughan J. Matthews	Truck 13
Lieutenant Paul C. Cunzeman	Engine 5
Fire Fighter Frederick J. Winterling	Engine 9
Fire Fighter Oliver W. Strong	Engine 9
Fire Fighter Robert D. Nitz	Engine 9
Fire Fighter John R. Frazier	Engine 15
Captain Francis E. Eckhardt	Hose 3
Fire Fighter Francis E. Dolan	Hose 3
Lieutenant Stanley C. Bochenek	Truck 11
Fire Fighter John P. Rommal	Truck 7
Fire Fighter J. Raymond Hogarth	Truck 11
Fire Fighter Harry L. Hoffmeister	Engine 13
Fire Fighter Carl L. Williams	Engine 9
Fire Fighter Eugene K. Kunz	Engine 9
Fire Fighter James J. Dieter, Jr.	Truck 11
Fire Fighter David A. Echols	Truck 11
Fire Fighter Randolph L. Handy	Hose 3
Captain Robert S. Meushaw	Hose 2
Fire Fighter August T. Stern, Jr.	Engine 1
Fire Fighter Thomas E. Porch, Sr.	Engine 1
Fire Fighter David Williams, Jr.	Engine 1
Fire Fighter Robert B. Mitchell	Engine 15
Captain Hugh McC. Foresman	Engine 46
Pump Operator William H. Proescher	Engine 46
Fire Fighter Francis S. Ford	Engine 46
Fire Fighter Hilton L. Roberts	Engine 46
Lieutenant Thaddeus V. Pasek	Engine 19
Fire Fighter Joseph J. Perc	Truck 3
Fire Fighter James W. Street, Sr.	Truck 3
Fire Fighter Robert E. Dillard	Truck 20
Fire Fighter John J. Fagen, Jr.	Truck 15
Fire Fighter J. Frank Linsenmeyer	Truck 6
Fire Fighter Theodore J. Heying, Jr.	Truck 6
Fire Alarm Operator George E. Lloyd	Fire Alarm Telegraph
Lieutenant Earl M. Russell	Engine 9
Fire Fighter Johnny L. Buckson	Engine 9
Fire Fighter Bernard J. Finnessy	Engine 9
Fire Fighter Franklin J. Walker	Truck 5

* 2 Commendations.

Last Alarm

Baltimore City Fire Department

ACTIVE MEMBERS DECEASED—1959

Fire Fighter Franklin E. Koontz	Engine 26	March 11
Fire Fighter Stephen J. Kordy	Engine 11	April 12
Fire Fighter Joseph Steinberg	Engine 31	July 8
Fire Fighter Charles A. Gagalski	Engine 33	September 7
Fire Fighter Frederick W. Schutz	Hose 5	October 26
Motor Marine Engineer Thomas H. Selig	Engine 49	November 21
Fire Fighter John S. Blondheim	Truck 20	December 13

PENSIONED MEMBERS DECEASED—1959

Lieutenant Charles L. DeFalco	Truck 10	January 5
Captain Robert J. Thompson	Hose 2	January 20
Captain James H. Foley	Truck 13	January 23
Fire Fighter Theodore V. Beary	Engine 43	January 25
Pump Operator Henry B. Linsenmeyer	Engine 27	February 12
Fire Fighter Louis J. Kisner	Engine 58	February 19
Pump Operator Clarence Claytor	Engine 57	March 4
Fire Fighter Aaron L. Biesecker	Truck 9	March 28
Lieutenant Charles A. Williams	Engine 8	April 3
Fire Fighter George R. Kahl	Engine 44	April 7
Lieutenant Harry S. Mainz	Engine 47	April 15
Fire Fighter Walter L. McJilton	Truck 24	May 7
Lieutenant Henry Hecker	Hose 2	May 23
Fire Fighter Francis W. McCambridge	Engine 17	June 5
Fireman-Water Tender Leon Arieta	Engine 48	June 12
Pump Operator Joseph T. Evans	Engine 21	June 17
Captain Frank Keidel	Engine 31	June 20
Pump Operator George W. Baker	Truck 26	June 21
Captain James H. Croucher	Engine 33	July 14
Fire Fighter Thomas C. Wooden	Truck 15	August 7
Fire Fighter Martin Cullen	Truck 7	August 26
Fire Fighter George W. Watson	Truck 21	September 5
Fire Fighter Joseph F. Cacace	Engine 41	September 15
Fire Fighter Albert W. Brazil	Engine 28	October 6
Captain Edward J. Fox	Engine 53	October 23
Lieutenant Frederick G. Miller	Engine 45	October 25
Lieutenant Charles Schroeder	Engine 18	November 7
Superintendent Henry Debelius	Fire Alarm	December 29

PRINTED BY MUNICIPAL DUPLICATING BUREAU

THE PASSING OF THE HORSE
BALTIMORE
30TH JUNE 1919

Baltimore City Fire Department

Maryland Room
University of Maryland Library
College Park, Md.

1960
ANNUAL REPORT

1797

J. HAROLD GRADY

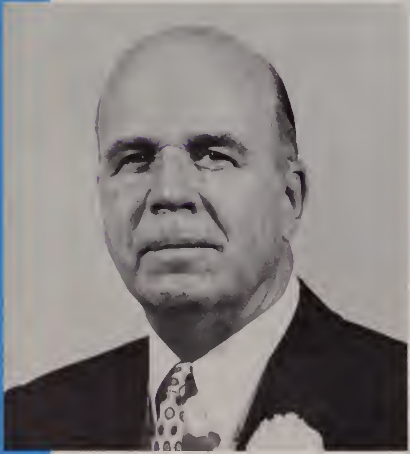
MAYOR

CITY OF BALTIMORE

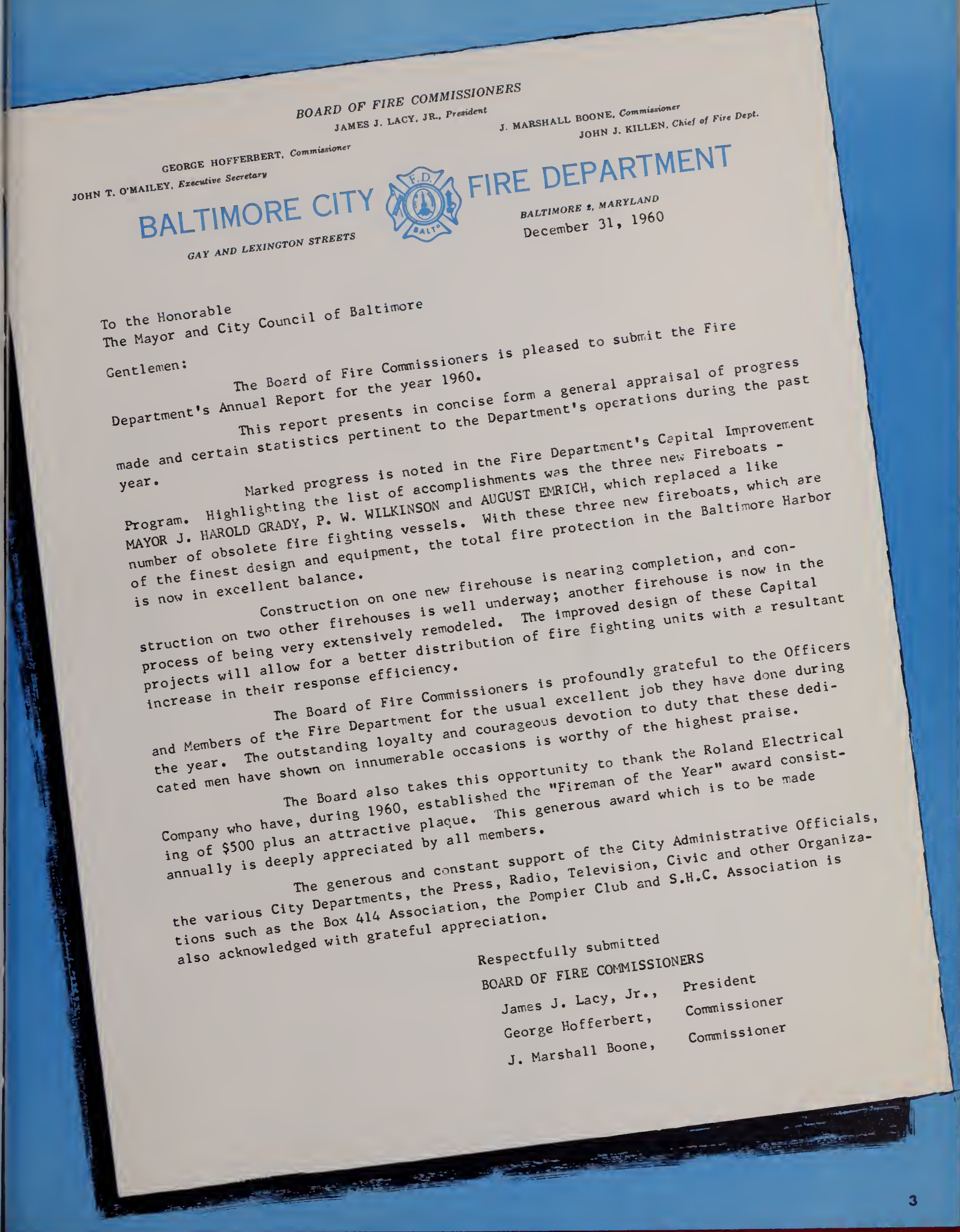
Board of Fire Commissioners

JAMES J. LACY, JR.
PRESIDENT

GEORGE HOFFERBERT
COMMISSIONER


J. MARSHALL BOONE
COMMISSIONER

JOHN T. O'MAILEY
EXECUTIVE SECRETARY



BOARD OF FIRE COMMISSIONERS
JAMES J. LACY, JR., *President*
J. MARSHALL BOONE, *Commissioner*
JOHN J. KILLEN, *Chief of Fire Dept.*
GEORGE HOFFERBERT, *Commissioner*
JOHN T. O'MAILEY, *Executive Secretary*

BALTIMORE CITY FIRE DEPARTMENT
GAY AND LEXINGTON STREETS
BALTIMORE 2, MARYLAND

December 31, 1960

To the Honorable
The Mayor and City Council of Baltimore

Gentlemen:

The Board of Fire Commissioners is pleased to submit the Fire Department's Annual Report for the year 1960.

This report presents in concise form a general appraisal of progress made and certain statistics pertinent to the Department's operations during the past year.

Marked progress is noted in the Fire Department's Capital Improvement Program. Highlighting the list of accomplishments was the three new Fireboats - MAYOR J. HAROLD GRADY, P. W. WILKINSON and AUGUST EMRICH, which replaced a like number of obsolete fire fighting vessels. With these three new fireboats, which are of the finest design and equipment, the total fire protection in the Baltimore Harbor is now in excellent balance.

Construction on one new firehouse is nearing completion, and construction on two other firehouses is well underway; another firehouse is now in the process of being very extensively remodeled. The improved design of these Capital projects will allow for a better distribution of fire fighting units with a resultant increase in their response efficiency.

The Board of Fire Commissioners is profoundly grateful to the Officers and Members of the Fire Department for the usual excellent job they have done during the year. The outstanding loyalty and courageous devotion to duty that these dedicated men have shown on innumerable occasions is worthy of the highest praise.

The Board also takes this opportunity to thank the Roland Electrical Company who have, during 1960, established the "Fireman of the Year" award consisting of $500 plus an attractive plaque. This generous award which is to be made annually is deeply appreciated by all members.

The generous and constant support of the City Administrative Officials, the various City Departments, the Press, Radio, Television, Civic and other Organizations such as the Box 414 Association, the Pompier Club and S.H.C. Association is also acknowledged with grateful appreciation.

Respectfully submitted
BOARD OF FIRE COMMISSIONERS
James J. Lacy, Jr., President
George Hofferbert, Commissioner
J. Marshall Boone, Commissioner

DEPUTY CHIEFS

1—ROLAND F. WETT

2—EDWARD J. SCHNEIDER

3—JOHN G. KOLLMANN

4—EMORY J. KEMPF

JOHN J. KILLEN
CHIEF OF FIRE DEPARTMENT

DEPUTY CHIEFS

5—JOHN E. EGE

6—JOSEPH P. PIECHOCKI

7—FRANK J. TRENNER

BATTALION CHIEFS

1—HENRY G. EY
2—OTTO F. BEVERUNGEN
3—ELMER W. MOREAU
4—ANTHONY F. SIM
5—GEORGE H. REDMON
6—GEORGE E. MOELLER
7—JOHN P. KIMMITT
8—MICHAEL M. MACKIN
9—VINCENT J. SIMANSKY
10—JOHN A KOUTNIK
11—JOSEPH J. PAULUS
12—OSCAR C. JENSEN
13—WALTER C. BAUTRO
14—JOSEPH SCHAMBERGER
15—CHARLES E. LOUGHLIN
16—THOMAS F. POTTER
17—HENRY M. SMITH
18—FRANCIS C. TICHA
19—JAMES H. BARNES
20—EDWARD J. CALLAHAN
21—MARTIN A. DEMEK
22—ALBERT E. STANEK
23—GEORGE L. KLEIN
24—THOMAS L. RILEY, JR.
25—JOSEPH T. DALES
26—CHRISTIAN F. REYNOLDS*
27—LEONARD J. KUBSKI
28—JAMES E. LANE
29—TOD T. HANCOCK
30—JOHN W. FRAZIER, JR.
31—WALTER A. BROLL
32—WILLIAM L. BROWN
33—KAYTON G. MOSES
34—JOHN E. THOMAS
35—MICHAEL W. HORAN
36—JOHN S. KNOERLEIN

WILLIAM J. McCARTHY
Radio Service

FRANCIS H. TIPTON
Chief Lineman

WILLIAM H. BURTON
Supt. of Pumping Station

* Died December 17, 1960.

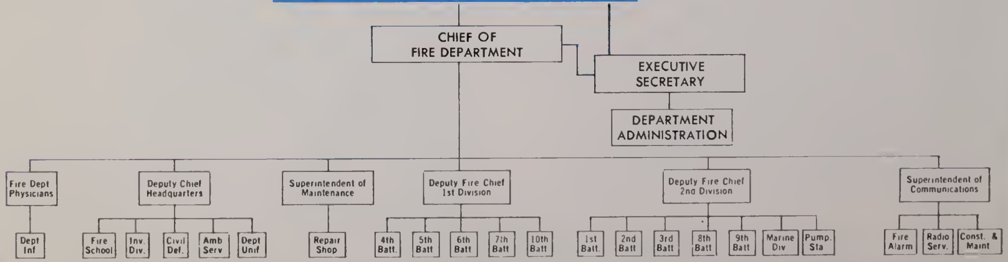
DEPARTMENT PHYSICIANS

DR. KIRK MOORE DR. J. EMMETT QUEEN DR. JOSEPH D'ANTONIO

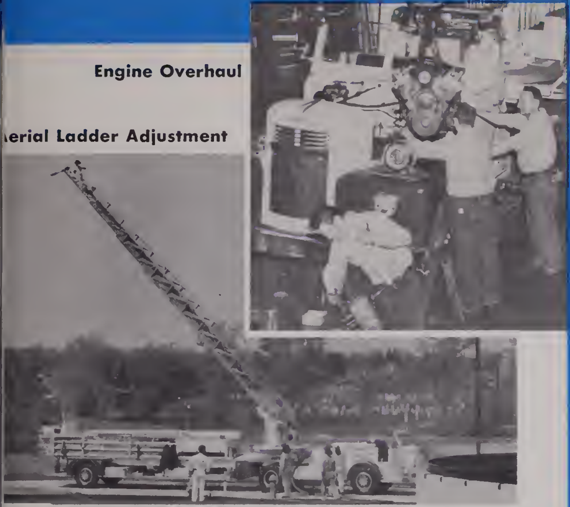
GEORGE J. MERLE
Supt. of Maintenance

VERNON A. BOLTE
Supt. of Fire Alarm

BOARD OF FIRE COMMISSIONERS



OPERATIONS


Engine Overhaul

erial Ladder Adjustment

FIRE DEPARTMENT REPAIR SHOP . . . located on Key Highway. This facility offers very excellent means for maintaining and repairing all vehicles, fireboats, High Pressure System and other equipment essential to Fire Department operations.

In addition to handling the many calls received in connection with the Dept's. regular business administration, the Fire Alarm Division's Maintenance Section maintains and repairs more than 6½ million feet of underground wires and approximately 1½ million feet of overhead wires plus 2030 fire alarm boxes throughout the City; four members of the Radio Section provide 24 hour service to the more than 200 two-way radios in service.

The High Pressure System has proved to be a protective feature of great value with its ability to provide more than 13,000 GPM under 250 PSL independent of the regular Water Department hydrant supply.

FIRE LOSS

1960	$4,490,936.66
1959	5,480,213.08
1958	4,463,212.81
1957	4,928,271.98
1956	8,124,523.81

COMMUNICATIONS

	1960	*1959*	*1958*
Box alarms—actual emergencies	2948	2800	2418
False box alarms	1509	1102	1042
Silent (Telephone) alarms—actual emergencies	10783	10237	10023
False silent alarms	641	617	452
Special alarms	88	90	96
Total alarms dispatched	15969	14846	14031
Ambulance calls	32596	30842	30039
Total alarms & ambulance calls	48565	45688	44070

RUSH-HOUR FIRE . . . flames and smoke burst from the eight alarms of fire in the Howard Furniture Company Warehouse on February 29, 1960.

High Pressure Pumping Station Operations

	1960	*1959*	*1958*
Pumps in Service—Hours	42½	37	31½
Alarms of Fire			
1st Alarm	106	113	104
2nd Alarm	1	3	3
3rd Alarm	3	—	—
4th Alarm	2	—	1
5th Alarm	—	1	1
6th Alarm	2	1	—
	114	118	109

MULTIPLE ALARMS

	1960	1959	1958
2nd Alarms	30	32	28
3rd Alorms	14	6	5
4th Alarms	4	5	7
5th Alarms	3	4	3
6th Alarms	4	7	5
8th Alarms	2	—	2
10th Alorms	—	—	1
12th Alarms	—	1	—
	57	55	51

EAST BALTIMORE EXPLOSION—Four persons were burned and a policeman near the scene died of a heart attack when five homes were devastated with three others extensively damaged when an explosion, resembling that of a war-time bomb caused a six-alarmer on Wednesday, March 23, 1960.

MULTIPLE ALARMS OF FIRE—1960

DATE	NO. OF ALARMS	LOCATION	OCCUPANT
JANUARY			
1	Two	2011 Baltan St.	Marrison E. Peacack
10	Two	3206 Fallstaff Road	Herbert Galdman
10	Twa	4500 E. Lambard St.	Dur O Wal Carp.
11	Six	35-37 S. Liberty St.	Michael Fisher
15	Three	5201-03 Belair Raad	Maynard Narwitz
30	Six	320 W. Saratoga St.	Baum's Restaurant
FEBRUARY			
4	Three	909 N. Braadway	Daniel Reicher
6	Three	304 E. Lambard St.	Jahn Sikalis' Restaurant
11	Twa	3704 N. Charles St.	Alvin Apartments Carp.
18	Two	6200 Penningtan Ave.	Hess Oil Campony
23	Three	4016 Sharon Ave.	Charles B. Simmans
25	Twa	3107 St. Paul St.	Blue Jay Restaurant
26	Two	1543 Waadall St.	Chesapeake Paper Board Ca.
29	Eight	2203-05 Madisan Ave.	Haward Furniture Co.
MARCH			
1	Five	1101 S. Conkling St.	Hamm Brewing Co.
5	Three	1601 W. 41st St.	Operatars Heat Inc.
16	Two	1924 Burnwaod Rood	Lean J. Padles
16	Three	Faot af Chemicol Raod	Davisan Chemical Ca.
19	Three	1829 N. Charles St.	New Waldarf Hatel
23	Six	2809 E. Chase St.	Clyde Crosby
28	Twa	4012 Duvall Ave.	Miltan Seif
APRIL			
10	Two	4425 Mannasata Ave.	Unoccupied
28	Faur	811-13 W. Foirmaunt Ave.	Stein Brathers
30	Two	1536 Havenwaad Raad	Betty Blue Gift Shap
MAY			
2	Twa	1820 St. Paul St.	Agnes Murphy
6	Twa	Maryland Dry Dock, Fairfield	Terminal Shipping Ca.
11	Twa	5801 Pulaski Highway	Haward Jahnsan Carp.
26	Twa	2044 Fauntain Street	Agnes Kwiotkawski
27	Two	Faat af Leadenhall St.	Mayar & City Council
JUNE			
10	Two	1631-33 Pennsylvania Ave.	Penn Hotel
15	Three	1726-28 W. Baltimare St.	Samuel Scheer Laundry
18	Three	401 Lavegrave St.	C. J. Bensan Ca., Inc.
22	Six	1430-32-34 Pennsylvania Ave.	Knights af Pythias
30	Twa	2443 E. Prestan St.	Perry Eisman Tavern
30	Twa	Kenwaad Ave. & O'Dannell St.	St. Casimirs Church
JULY			
1	Eight	2-40 E. Wills St.	Industriol Sales Ca.
3	Two	3221-25 Garrisan Blvd.	Garrisan Praperties Inc.
8	Twa	804-06 W. Baltimare St.	Vin-Del Used Cars
26	Three	3600 Eldarada Ave.	Empire Realty Ca.
AUGUST			
18	Twa	3228-30 Eastern Ave.	Max Seiden
21	Three	11-15 E. Saratoga St.	Daily Record Ca.
SEPTEMBER			
4	Three	2115 N. Calvert St.	Haword Buckner
10	Five	924-26-28 Leadenhall St.	Dixie Waste, Iran & Metal C
29	Twa	415-17 W. Camden St.	Unoccupied
OCTOBER			
5	Four	400 E. Baltimare St.	Club Trac
30	Three	4400 Wrenwaad Ave.	Azalle Williams
NOVEMBER			
24	Twa	3404-06 Eastern Ave.	Thom McAn Shae Co.
DECEMBER			
6	Five	1113 Laurens St.	Clara Stern Variety Stare
9	Twa	1317 Shields Place	Virginia Sterrett
13	Twa	1200-02 Pennsylvania Ave.	Jack Schumer Drug Stare
14	Twa	3304 Barclay St.	Charles Jahnsan Auta Repair
15	Four	304 N. Charles St.	Kane, Inc.
18	Twa	612 N. Carralltan Ave.	Otelia Darden
22	Three	3901 Clipper Raad	Frank G. Schenuit Rubber Co.
23	Twa	Wyman Parkway & 31st St.	United States Public Health S
24	Faur	514 Light St.	Gearge Obrecht Warehouse
28	Twa	3708 Winterbaurne Road	Darathy B. Sykes

EMERGENCY SQUAD DOCTOR

Since the "Emergency Squad Doctor" program was inaugurated by the Fire Department on August 2, 1960, it has proven an invaluable aid to Rescue Teams and worthy of highest praise.

This program is designed to have a Doctor conveyed by Police Radio Car from a Hospital nearest an accident scene where a person is entrapped and requires surgery or sedation while rescue efforts by the Fire Department are in progress.

The "Emergency Squad Doctors" have minimized much pain of entrapped victims and have contributed largely to several successful rescues. The Police Department, City, Sinai and Johns Hopkins Hospitals, who are the active participants in the "Emergency Squad Doctor" program are to be congratulated and commended for their willingness to cooperate in this service to humanity.

Baltimore, Saturday, Oct. 1, 1960 NEWS-POST

Rescue Plan Saves Brakeman's Life After Accident Severs Legs

A Pennsylvania Railroad brakeman, who fell under a moving flat-car and had both legs severed, was alive at City Hospitals today because the first actual trial of an emergency rescue plan, practiced for 18 months, worked to perfection.

The victim, R. L. Curley, Jr., 44, 5913 Alberta Ave., met with the accident on Clinton St. opposite Pier 1 Canton.

First police at the scene alerted the Fire Department to put the rescue plan, worked out by Capt. Martin C. McMahon, into operation.

The purpose of the plan is to get a doctor and his equipment to the scene of an accident so that life-saving measures may be taken in case it is not immediately possible to get the victim to a hospital.

City Hospitals which, with Sinai, Hospital handles all such emergencies for the city, was called. Ambulance No. 10 was rushed to the hospital, picked up Dr. Richard Atkins and hurried him to the scene.

A second part of the plan, to have a doctor sent by police radio car, also was worked out, with Dr. Daniel Powers going.

A third car with blood of various types and other equipment for a physician's emergency use also was sent to the accident scene.

Thus, when the doctors arrived and typed the injured man's blood, which turned out to be B-positive, a supply of that type blood, was on hand and a transfusion was given at the scene.

Both Curley's legs had been amputated. After emergency work was over and Curley was in the ambulance en route to the hospital, more life-saving measures were undertaken."—

INFIRMARY

	1960	1959	1958
Illness	1,622	1,357	1,559
Treatments for Illness	4,325	3,342	4,317
Days Lost for Illness	9,848	8,509	7,634
Injuries	644	503	492
Treatments for Injuries	2,251	1,590	1,725
Days Lost for Injuries	4,958	3,531	4,566
Average Days Lost per man per year	7.1	5.8	6.2
Deaths—			
Line of Duty	1	0	1
Other than Line of Duty	5	7	10
Minor Operations performed at Infirmary	86	104	122

TEAM WORK—Fire Fighters and Ambulance Crews laboring to free a workman buried in mud and rocks by a sewage ditch cave-in. The victim was successfully recovered without serious injury.

EMERGENCY SQUAD DOCTOR PLAN IN USE—Sanitation worker with hand trapped between drop floor and wall of trash truck body. Fire Fighters and Ambulance Crew effected his release while Emergency Squad Doctor on scene administered sedation and treatment to his mangled hand.

AMBULANCE SERVICE

STATISTICS

	1960	1959
Accidents (Street, Home, Work)	10,069	9,333
Sick (Street, Home, Work)	12,117	12,250
Elective in-patients	3,806	3,503
Clinic Cases	3,214	3,103
Maternity Cases	788	647
Premature Baby Cases	39	29
Ambulance not required	2,563	3,006
Total	32,596	30,842

MUNICIPAL AMBULANCE SERVICE 1960

Ambulance No.	*Location*	*Number of Calls*
1	Engine 23	3,609
2	Engine 11	3,845
3	Engine 19	4,112
4	Engine 13	4,428
5	Engine 26	2,872
6	Truck 14	2,215
7*	Truck 1	2,131
8	Engine 20	2,465
9	Engine 10	1,085
10	Engine 50	1,722
11	Engine 21	2,186
12	Engine 30	1,857
	Mobile Hospital Unit**	69
	Total	32,596

* *Used primarily to handle indigent litter cases for the Health & Welfare Department, during daylight hours.*

** *Responds to additional alarms of fire and "Emergency Squad Doctor" calls.*

The total of 32,596 Ambulance responses shows an increase of 1,754 calls over the previous year. These 1,754 additional cases have caused the Ambulances to travel 13,000 more miles, or a total of 143,000 miles for the 12 Ambulances now in service.

An increase also shows in the number of babies born under the care of the Ambulance personnel —141 more.

10 more Premature babies were cared for in 1960 than in 1959, with heat and oxygen being administered enroute to the hospital.

Fire Fighter Hubert A. Cheek, Attendant assigned Municipal Ambulance No. 2—the first layman to successfully employ the "Closed Chest Cardiac Massage" on a cardiac victim is shown demonstrating this remarkable technique in the presence of other members of the Fire Department Ambulance Service, and Dr. William Kouwenhoven (right) who originated the technique.

Two problems necessitating quick, positive action have always faced emergency ambulance and rescue squad personnel. One of these, that of stoppage of breathing, has been more or less resolved in the last few years with the perfection of mouth-to-mouth and mouth-to-airway resuscitation. Prominent in the work of pioneering these methods have been Captain Martin C. McMahon of the Ambulance Service and Doctor Peter Safar, Baltimore City Hospitals, Department of Anesthesiology. The second problem, that of cardiac arrest or cardiac standstill, better known to the layman as heart failure, now seems to have been solved by a technique called closed-chest cardiac massage.

Captain McMahon working with Doctor Alfred Blalock, chief, Department of Surgery, known for his work in the operation on blue babies; Doctor William Kouwenhoven, and Doctor James Jude, with Doctor G. Guy Knickerbocker, all of the Johns Hopkins staff of Baltimore, have now introduced into the rescue field a method of pumping oxygen-carrying blood through the body while the heart is stopped. Closed-chest cardiac massage has been successfully employed by members of the Fire Department on a number of occasions and has also been used in conjunction with mouth-to-mouth and mouth-to-airway resuscitation. The Fire Department is proud of its part in helping with the development and application of these revolutionary life saving techniques.

Closed Chest Cardiac Massage employed by Captain Martin C. McMahon in conjunction with "Mouth-to-Airway" artificial respiration by Lieutenant Leonard C. Wiles.

Demonstration to business representatives at Governor's Health and Safety Conference, Emerson Hotel—September 23, 1960.

THE MARINE DIVISION

On October 14, 1960, the Fireboats "MAYOR J. HAROLD GRADY" and "P. W. WILKINSON," and on October 28, 1960, the "AUGUST EMRICH officially joined with the Fireboat "MAYOR THOMAS D'ALESANDRO, JR." to form the Baltimore City Fire Department's modern Marine Fire Fighting Force.

These fireboats are of the finest design with the most modern type of equipment available aboard. The remarkably efficient Diesel engines and pumps, plus the unique controllable pitch propeller installation, with the liquid foam system aboard each vessel are but few of the outstanding equipment items that make this a powerful fire fighting force. It is, indeed, capable of responding at any time and doing a tremendous job wherever needed.

As a matter of fact, the fire fighting force afloat in this area is now jointly equal in capacity output to 30 modern fire engines, plus 4 chemical (liquid foam) units.

It can be said, without reservation, that the total fire protection afloat in the Baltimore Harbor is now in excellent balance.

BEFORE

AFTER

The Fireboats "MAYOR J. HAROLD GRADY," "P. W. WILKINSON," and "AUGUST EMRICH" are identical in every detail. Each represents an outstanding combination of superb engineering with the finest in diesel power joined with the latest advancements in controllable-pitch propeller equipment to result in the ultimate in quick starting efficiency and maximum Fireboat maneuverability.

With the finest in radar to help guide the way during inclement weather conditions, and two-way radios to adjust the fire-attack procedures, the Fireboat Fleet can be depended upon to converge on any part of the Baltimore Harbor and be ready for maximum fire fighting operations in just a matter of minutes.

The Fireboats are equipped with a foam fire fighting system consisting of two 500 gallon liquid foam tanks.

Each Fireboat carries enough foam liquid to produce 333,200 gallons of finished foam. This could cover a football field with 10 inches of foam.

PRINCIPAL CHARACTERISTICS

Length	85'-4½"
Width	19'-8"
Depth	13'-9"
Draft	8'
Speed	15 MPH
Pumping Capacity	6000 GPM @ 150 PSI
Horsepower	880 BH
Cost per Boat (approx)	$350,000.
Crew	8

NAVAL ARCHITECT

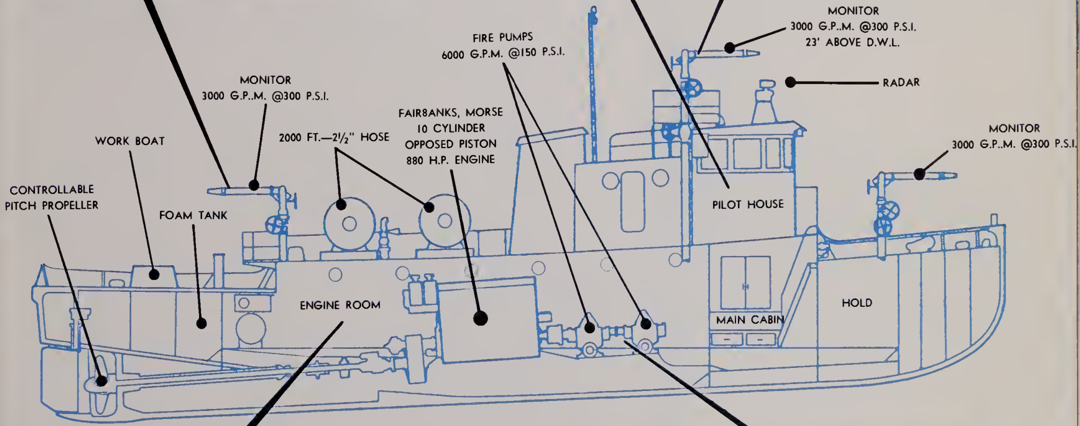
Mr. Thomas D. Bowes, M.E.
Philadelphia, Pa.

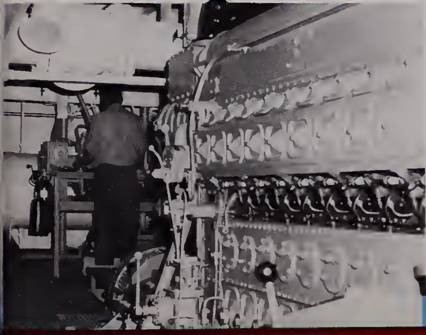
BUILDER

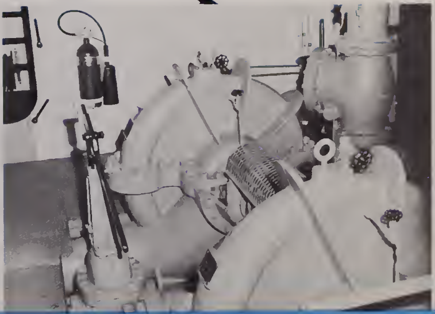
Jakobson Shipyard, Inc.
Long Island, New York.

All Fireboats now in service have received the approval of the American Bureau of Shipping and the National Board of Fire Underwriters.

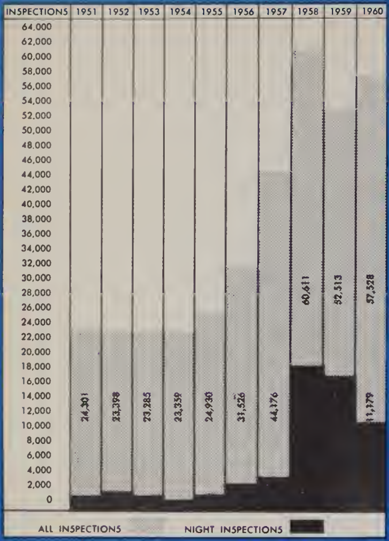
AYOR J. HAROLD GRADY

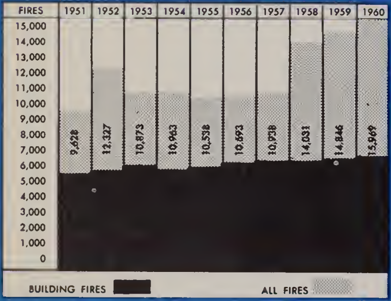

MONITOR
3000 G.P.M. @300 P.S.I.
23' ABOVE D.W.L.
FIRE PUMPS
6000 G.P.M. @150 P.S.I.
RADAR
MONITOR
3000 G.P.M. @300 P.S.I.
FAIRBANKS, MORSE
10 CYLINDER
OPPOSED PISTON
880 H.P. ENGINE
MONITOR
3000 G.P.M. @300 P.S.I.
WORK BOAT
2000 FT.—2½" HOSE
CONTROLLABLE
PITCH PROPELLER
FOAM TANK
PILOT HOUSE
ENGINE ROOM
HOLD
MAIN CABIN

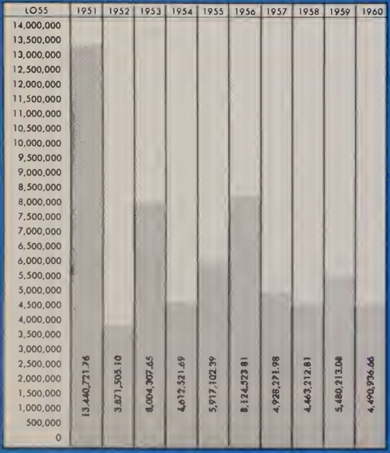




FIRE PREVENTION







Acknowledging that the modern Fire Department's primary function is to prevent fires, with fire fighting recognized as a vitally important secondary mission, significant advances were made during 1960 to further the education and training of persons in industrial organizations, schools, hospitals and other institutions. Specifically, efforts were made to thoroughly impress the need and value of good fire prevention habits, with emphasis on the precise measures to be taken if a fire should occur.

Industrial Fire Brigades were established in forty-two plants throughout the City during the year. Key employees were formed into teams and carefully indoctrinated in the need for and how to set up a fire prevention program within their various jurisdictions. Training programs were conducted by Fire Prevention Officers on what should be done if a fire should occur—with emphasis on how to alert and evacuate other employees; sound alarms and using first-aid fire fighting equipment.

Junior Fire Departments were set up with the cooperation of heads of Public, Parochial and Private Schools. This program is applicable to sixth grade students only. The theory being that this is the prime age level that could be most effective in persuading their parents to establish good fire prevention habits within their homes. It is believed that the lessons taught will be carried with the child throughout his life, with each succeeding sixth grade group being also so instructed. This Junior Fire Department program is not intended to make "fire fighters" out of the students, but rather train them to recognize fire hazards and also instill a knowledge of what they should do if a fire should occur.

The principals and teachers throughout the school systems have lent their enthusiastic support to this Junior Fire Department program.

Fire safety and evacuation procedure programs were established in Hospitals, Churches and Synagogues during 1960. The plans provide for periodic drills with instructions to key personnel in the use of first-aid fire extinguishing appliances.

Nightly inspections of places of public assembly have continued to prove the merits of such efforts. Locked exit doors, obstructed and unlighted means of egress, plus other violations noted during the inspections are corrected immediately by the Fire Prevention Officer on the scene, with violation notices forwarded to warn against a recurrence of such dangerous practices.

Weekly radio programs (This is your Fire Department) with spot announcements, plus the use of billboards in prominent locations throughout the City are being used to remind everyone of the need and advantages of good fire prevention habits.

COMPANY IN-SERVICE INSPECTIONS

	1960	*1959*	*1958*
Total inspections	17,313	19,749	19,918
Refusals of entry	94	122	139

Fire Prevention Activities:

	1960	*1959*
Day Inspections	46,349	42,309
Night Inspections	11,179	10,204
Total Fire Prevention Inspections	57,528	52,513
Fire Prevention Code violation notices investigated	11,972	15,841
Building Code violation notices investigated	649	1,107
Hospitals and Convalescent Homes inspected	376	132
Nurseries and Foster Homes inspected	221	123
Applications investigated		
Gasoline Installations	106	57
Change of Occupancy	485	461
Fire Department Permits Issued		
To Decorate	894	530
To Burn for Salvage	29	31
To Store or Handle Flammable Liquids	666	303
Small Arms Ammunition	18	19
Calcium Carbide	4	2

FIRE INVESTIGATION

On the scene investigation by members of the Fire Investigation Bureau to determine cause of fire

In addition to all multiple alarms of fires, all fires of suspicious origin, or where an injury or fatality occurs, are immediately investigated by officers assigned the Fire Investigation Bureau. These officers also investigate all fires causing damage to buildings and/or their contents.

The prime purpose of the investigation conducted by the Fire Investigation Bureau is to determine the cause of fire in order that measures may be taken to prevent similar incidents elsewhere.

During 1960, there were 3,637 such investigations conducted.

In cases where it appears the fire was not accidentally caused, the Investigators are often faced with complex problems requiring the employment of many scientific devices and procedures. In this connection, the Baltimore City Police Department has always cooperated to the fullest in providing personnel and offering the use of the facilities within their Crime Laboratory to assist the Fire Investigators.

Detective Patrolman William L. Rawlings and Detective Patrolman Horace Irvin of the Detective Homicide Bureau have been extremely active in arson work and the results of their efforts are worthy of highest commendation.

The Federal Bureau of Investigation and National Board of Fire Underwriters have also been very helpful during many other investigations.

INVESTIGATION OF FIRES

	1960	*1959*	*1958*
Total Number of Fires Investigated	3,637	3,507	3,574
Fires of Suspicious Origin	268	264	255
Number of Arrests for Arson	42	25	28
Number of Convictions for Arson	28	15	11
Convicted of Juvenile Delinquency	51	51	74
Children under 8 years of age charged with Malicious Mischief for causing Fires	436	428	413

FIRE CASUALTIES

Deaths Caused by Fires	48	43	36
Injuries Caused by Fires	219	250	195

CAUSES OF FATAL FIRES

Gas Stove	3	3	2
Coal Stove	2	3	—
Kerosene Stove	4	2	1
Electric Stove and/or Wiring	—	—	1
Kerosene Lamp	—	1	—
Electric Heating Pad	—	1	—
Careless Smoking	12	16	16
Children Playing with Matches	5	5	3
Hot Bricks in Newspaper	—	1	—
Trash	—	1	2
Electrocution	1	1	6
Suicide	—	1	1
Collision	—	2	—
Not Fully Ascertained	8	5	3
Death at Fire by Natural Causes	1	—	1
Incendiary	5	1	—
Ignition of Flammable Vapors	1	—	—
Gas Heater	2	—	—
Natural Gas Explosion	2	—	—
Clothing in Contact with Light Bulb	1	—	—
Ruptured Oxygen Valve	1	—	—

CLASSES OF BUILDINGS WHERE DEATHS OCCURRED

	1960	*1959*	*1958*
Dwellings	34	27	13
Multiple Dwellings	8	10	9
Apartment Houses	—	1	3
Restaurant	—	1	—
Open Yard	1	2	1
Motorcycle	—	2	—
Hospital	—	—	1
Railroad Right-of-Way	—	—	3
Public Alley	—	—	1
Rooming House	—	—	1
Woods	—	—	1
Milk Dairy	—	—	1
Manufacturing Building	—	—	1
Fertilizer Mill	—	—	1
Brewery	2	—	—
Trailer	1	—	—
Night Club	1	—	—
Public Highway	1	—	—

FIRE DEPARTMENT SERVICE—1960

COMPANY	ALARMS RESPONSE						SILENTS	SPECIALS	TRANSFERS	TOTAL NO. OF RUNS	TIME AWAY FROM QUARTERS	
	1	2	3	4	5	6					HOURS	MINUTES
Engine 1	63	59	2	—	—	—	160	1	—	285	232	38
Engine 2	191	7	2	2	—	2	136	6	—	346	278	21
Engine 3	164	—	—	—	—	1	168	1	—	333	242	13
Engine 4	164	3	2	1	—	—	259	—	18	447	346	8
Engine 5	271	4	2	1	2	1	154	—	10	435	239	59
Engine 6	515	2	5	5	1	1	205	5	—	739	360	20
Engine 7	392	8	6	3	1	1	263	2	—	676	459	32
Engine 8	502	3	4	—	3	—	328	1	4	845	418	26
Engine 9	556	2	3	2	2	2	267	5	—	839	389	21
Engine 10	114	—	—	—	—	—	62	—	—	176	135	14
Engine 11	200	5	—	—	—	—	82	1	—	288	185	43
Engine 12	139	5	—	1	—	1	153	3	1	303	170	13
Engine 13	591	3	2	2	2	4	315	2	—	921	409	56
Engine 14	363	3	1	2	4	2	425	3	—	803	414	51
Engine 15	243	3	3	2	—	—	112	—	—	363	263	24
Engine 16	62	—	—	—	—	—	11	—	4	77	56	27
Engine 17	31	1	2	1	1	1	72	2	9	120	117	41
Engine 18	337	2	4	—	1	2	286	1	—	632	350	49
Engine 19	567	6	1	—	2	1	443	4	—	1024	412	34
Engine 20	246	3	3	—	—	—	384	2	12	650	392	16
Engine 21	126	2	2	—	1	—	214	2	14	361	290	28
Engine 22	200	3	—	—	2	1	96	2	5	309	263	54
Engine 23	338	3	2	—	—	2	98	—	—	443	275	1
Engine 24	304	8	2	1	—	2	237	3	—	554	304	12
Engine 25	420	7	4	1	1	—	373	9	—	815	510	17
Engine 26	356	7	5	3	1	1	85	—	—	458	326	38
Engine 27	231	6	4	4	1	4	89	1	2	342	256	43
Engine 28	372	6	3	8	—	1	260	1	1	651	401	26
Engine 29	130	6	6	1	4	1	255	—	16	403	529	3
Engine 30	222	1	1	1	—	—	217	3	6	451	235	14
Engine 31	266	1	1	—	—	—	271	2	2	543	251	51
Engine 32	324	3	4	4	1	2	165	1	—	503	279	51
Engine 33	302	3	3	—	—	1	224	1	1	535	241	31
Engine 34	304	5	6	1	2	1	185	—	1	504	226	23
Engine 35	266	—	—	—	—	1	173	3	—	443	239	36
Engine 36	441	3	2	1	3	1	221	—	1	673	292	29
Engine 37	257	4	3	2	—	1	115	—	—	382	319	59
Engine 38	489	6	7	2	—	—	284	—	—	788	450	41
Engine 39	40	—	1	—	—	—	15	1	—	57	74	14
Engine 40	104	3	—	—	—	—	151	—	—	258	238	22
Engine 41	273	—	—	1	—	—	211	—	2	487	342	14
Engine 42	201	2	1	—	—	—	146	—	—	350	177	26
Engine 43	122	1	—	—	—	—	177	—	—	300	193	33
Engine 44	151	2	1	—	—	—	115	—	3	272	197	55
Engine 45	60	2	—	—	—	—	198	—	1	261	231	10
Engine 46	186	1	—	—	—	—	289	1	—	477	244	6
Engine 47	127	—	—	—	1	—	93	1	—	222	130	6
Engine 48	8	—	2	—	—	—	8	3	7	28	79	42
Engine 49	37	—	—	—	—	—	5	9	2	53	59	7
Engine 50	122	2	—	—	—	—	202	—	—	326	243	59
Engine 51	248	4	3	—	—	—	331	—	—	586	389	8
Engine 52	262	4	1	1	—	1	188	3	1	461	305	15
Engine 53	112	1	—	—	—	—	184	—	—	297	150	2
Engine 54	139	—	—	—	—	—	141	—	10	290	178	8
Engine 55	200	1	3	2	—	1	109	—	6	322	257	52
Engine 56	134	—	—	—	—	—	114	—	—	248	137	26
Engine 57	99	—	—	—	—	—	148	—	—	247	198	39
Engine 58	246	2	—	—	2	1	270	1	—	522	398	42

FIRE DEPARTMENT SERVICE—1960

COMPANY	ALARMS RESPONSE						SILENTS	SPECIALS	TRANSFERS	TOTAL NO. OF RUNS	TIME AWAY FROM QUARTERS	
	1	2	3	4	5	6					HOURS	MINUTES
Truck 1	323	5	—	3	—	—	146	2	—	479	261	53
Truck 2	312	7	1	2	—	—	215	—	—	537	345	56
Truck 3	270	4	2	1	—	—	225	1	8	502	281	56
Truck 4	403	8	—	2	—	1	208	—	—	622	335	—
Truck 5	356	5	1	1	—	—	304	2	1	670	283	17
Truck 6	198	5	2	4	—	—	154	1	3	366	241	15
Truck 7	144	4	—	—	—	—	115	7	22	292	220	26
Truck 8	177	—	—	—	—	—	134	6	—	317	136	27
Truck 9	78	1	—	—	—	—	68	—	—	149	104	48
Truck 10	379	5	—	3	—	—	407	1	14	809	454	11
Truck 11	217	2	1	1	—	—	374	1	—	636	396	56
Truck 12	90	2	1	—	—	—	142	—	—	235	164	4
Truck 13	284	4	—	2	—	—	236	3	—	529	309	9
Truck 14	79	3	1	—	—	—	104	—	5	192	112	8
Truck 15	242	3	—	—	—	—	236	4	2	487	248	44
Truck 16	187	6	—	2	—	—	144	4	—	343	228	54
Truck 17	90	4	—	1	—	—	65	2	20	182	192	37
Truck 18	209	1	—	1	—	—	197	—	6	412	213	54
Truck 19	33	3	—	1	—	—	42	—	—	79	51	15
Truck 20	137	3	—	—	—	—	101	—	1	242	187	44
Truck 21	230	2	—	—	—	—	74	1	—	307	157	56
Truck 22	78	5	—	—	—	1	163	—	—	247	159	8
Truck 23	172	6	1	2	—	—	113	1	16	311	224	9
Truck 24	88	1	1	—	—	—	178	1	—	268	172	35
Truck 25	48	4	—	—	—	—	60	1	1	114	89	26
Truck 26	158	—	—	—	—	—	152	1	—	311	135	47
Truck 27	37	2	—	—	—	—	70	2	5	116	74	8
Truck 28	49	—	—	—	—	—	31	—	—	80	87	44
Truck 29	94	1	—	—	—	—	123	—	3	221	134	21
Truck 30	67	—	—	—	—	—	42	—	6	115	76	14
Hose 1	50	3	—	—	—	—	—	—	—	53	33	24
Hose 2	79	3	—	—	—	—	1	—	—	83	50	30
Hose 3	294	—	—	—	—	—	208	—	10	512	255	8
Hose 5	142	—	—	—	—	—	—	—	7	142	67	48
Chemical 1	74	—	—	—	—	—	1	—	—	75	77	45
Chemical 2	31	—	—	—	—	—	—	—	—	31	47	33
Water Tower 1	74	13	—	—	—	—	—	—	—	87	41	30
Flood Light 1	85	20	1	—	—	—	—	—	—	106	119	53
Flood Light 2	155	11	—	—	—	—	—	13	—	179	168	14

FIRST TEN ENGINE COMPANIES—SERVICE

1—Engine 19	1024
2—Engine 13	921
3—Engine 8	845
4—Engine 9	839
5—Engine 25	815
6—Engine 14	803
7—Engine 38	788
8—Engine 6	739
9—Engine 7	676
10—Engine 36	673

FIRST TEN TRUCK COMPANIES—SERVICE

1—Truck 10	809
2—Truck 5	670
3—Truck 11	636
4—Truck 4	622
5—Truck 2	537
6—Truck 13	529
7—Truck 3	502
8—Truck 15	487
9—Truck 1	479
10—Truck 18	412

BAPTISM TO FIRE! Oil fire fighting instructions to Rookies.

FIRE SCHOOL TRAINING

At the beginning of the 8-week basic training courses conducted at the Fire School, the instructors' first effort is to thoroughly acquaint the rookie fire fighters with the proper handling of the many items of equipment used in fighting the various types of fires before they are exposed to 'live fire' problems. The natural inhibitions of most new members towards facing raging oil fires, heavy smoke filled buildings, or scaling the side of a tall building are overcome in relatively short order by the progressive exposure method to such activities as practiced by the Fire School Instructors.

The facilities of the Baltimore City Fire Department's Fire School are excellent; perhaps the finest in the world for conducting practical fire fighter training programs.

The FIRE BUILDING located on the School's 4½ acre site is two stories in height, with full basement and attic. A one-story addition to the building serves as a garage. Here all the fire companies, as well as new members, are required to participate in combatting hot smoky fires in various parts of the building.

The six-story, 68 foot high **DRILL TOWER** is primarily used for training new members in scaling and jumping exercises, using nets, ropes and ladders.

This building is well situated in the School yard and is equipped with standpipe, sprinkler system and American District Telegraph System. A steel fire escape extends up the

OFFICER TRAINING

Each official and officer of the Fire Department on five separate occasions reported to Fire School, off shift, for two hour lecture-demonstrations as follows:

1. "Toxic Chemicals," by Mr. Dana Davis, Chief Engineer and Mr. Carl B. Garner, Chief of Watch and Fire, Food Machinery & Chemical Co., and Mr. D. C. McMullen, Chief Chemist, Allied Chemical Corporation.
2. "Aircraft Familiarization for Fire Fighting," by personnel assigned Fire School.
3. "Plastics," by Mr. Don Olin, Safety Protection Engineer, Mr. Herbert Scher, Chemical Engineer, and Mr. Frank Cullen, Engineer, all of National Plastics Products Company.
4. "Administration and Discipline," by Mr. Robert C. Byrus, Director, Fire Service Extension, University of Maryland.
5. "Evaluation of Home Inspection and Fire Prevention," by Fire Department Officials.

The fire training building is designed and equipped to reproduce almost every kind of dwelling fire. Here, masked fire fighters advance hose lines as others ventilate the attic.

Some other Fire School Activities:

Fire fighting demonstrations to more than 6,000 persons during Fire Prevention Week; also lecture-demonstrations on the subject of fire prevention to more than 3,500 children who visited the Fire School during Fire Prevention Week.

118 visitors—some from Iceland, Argentina and Europe, visited the School to inspect its unique facilities and training methods.

Driver and pumper operational training for all members; training of personnel assigned Ambulances, plus radiological and leadership training for potential officers, are but a few of the continuing processes of the Fire School.

APPARATUS

ENGINE COMPANIES

Company	Vehicle No.	Type Pump Capacity	In Service
Engine 1	69	Mack, Rescue Squad	October 25, 1950
Engine 2	45	Seagrave, 750 GPM	May 29, 1946
Engine 3	57	Ward LaFrance, 750 GPM	November 19, 1947
Engine 4	73	Ward LaFrance, 750 GPM	February 26, 1954
Engine 5	88	FWD, 1000 GPM	December 16, 1960
Engine 6	77	Peter Pirsch, 1000 GPM	December 6, 1954
Engine 7	41	American LaFrance, 1250 GPM	April 12, 1944
Engine 8	79	Peter Pirsch, 1000 GPM	December 10, 1954
Engine 9	35	Mack, 750 GPM	July 3, 1942
Engine 10	46	Seagrave, 750 GPM	May 29, 1946
Engine 11	32	American LaFrance, 750 GPM	May 15, 1941
Engine 12	47	Seagrave, 750 GPM	May 29, 1946
Engine 13	52	Seagrave, 750 GPM	July 8, 1946
Engine 14	51	Seagrave, 750 GPM	June 19, 1946
Engine 15	66	Mack, 750 GPM	September 30, 1948
Engine 16	—	Fireboat (P. W. Wilkinson) 6000 GPM	October 4, 1960
Engine 17	53	Seagrave, 750 GPM	July 9, 1946
Engine 18	50	Seagrave, 750 GPM	June 18, 1946
Engine 19	40	Mack, 750 GPM	December 13, 1944
Engine 20	71	Ward LaFrance, 750 GPM	November 20, 1951
Engine 21	39	Mack, 750 GPM	November 25, 1944
Engine 22	54	Ward LaFrance, 750 GPM	March 25, 1947
Engine 23	67	Mack, 750 GPM	February 7, 1949
Engine 24	74	Mack, 750 GPM	December 13, 1944
Engine 25	56	Ward LaFrance, 750 GPM	June 10, 1947
Engine 26	87	FWD, 1000 GPM	December 16, 1960
Engine 27	55	Ward LaFrance, 750 GPM	May 22, 1947
Engine 28	78	Peter Pirsch, 1000 GPM	December 8, 1954
Engine 29	72	Ward LaFrance, 750 GPM	December 1, 1953
Engine 30	59	Ward LaFrance, 750 GPM	December 16, 1947
Engine 31	36	Seagrave, 750 GPM	November 13, 1943
Engine 32	44	American LaFrance, 1250 GPM	June 28, 1945
Engine 33	83	Peter Pirsch, 1000 GPM	January 24, 1957
Engine 34	38	American LaFrance, 1250 GPM	March 14, 1944
Engine 35	48	Seagrave, 750 GPM	June 9, 1946
Engine 36	84	Peter Pirsch, 1000 GPM	November 8, 1957
Engine 37	37	Mack, 750	December 13, 1943
Engine 38	82	Ward LaFrance, 1000 GPM	December 19, 1955
Engine 39	—	Fireboat (Mayor J. Harold Grady) 6000 GPM	August 29, 1960
Engine 40	58	Ward LaFrance, 750 GPM	November 26, 1947
Engine 41	60	Ward LaFrance, 750 GPM	December 30, 1947
Engine 42	81	Peter Pirsch, 1000 GPM	June 2, 1955
Engine 43	34	Mack, 750 GPM	May 28, 1942
Engine 44	85	Peter Pirsch, 1000 GPM	December 22, 1958
Engine 45	70	Ward LaFrance, 750 GPM	November 15, 1951
Engine 46	68	Ward LaFrance, 750 GPM	September 21, 1950
Engine 47	28	Mack, 750 GPM	November 2, 1939
Engine 48	—	Fireboat (August Emrich) 6000 GPM	October 28, 1960
Engine 49	—	Fireboat (Mayor Thomas D'Alesandro, Jr.) 12,500 GPM	September 16, 1956
Engine 50	61	Ward LaFrance, 750 GPM	January 21, 1948
Engine 51	86	Peter Pirsch, 1000 GPM	December 23, 1958
Engine 52	64	Mack, 750 GPM	May 24, 1948
Engine 53	49	Seagrave, 750 GPM	June 4, 1946
Engine 54	80	Peter Pirsch, 1000 GPM	June 1, 1955
Engine 55	63	Mack, 750 GPM	May 19, 1948
Engine 56	43	Mack, 750 GPM	January 3, 1945
Engine 57	65	Mack, 750 GPM	May 17, 1948
Engine 58	62	Mack, 750 GPM	May 3, 1948

FLOOD LIGHT, FUEL AND SUPPLY WAGONS

Unit	Location	Vehicle No.	Type and Date
Tank Wagon 2	Repair Shop	504	Mack—1923
Flood Light 1	Engine 1	514	Mack—1948
Flood Light 2	Hose 1	515	Mack—1948
Supply Wagon 1	Engine 15	913	Chevrolet—1952— ½ ton
Supply Wagon 2	Truck 5	914	Chevrolet—1952— ½ ton
Supply Wagon 5	Engine 15	915	Chevrolet—1952—1½ ton

TRUCK COMPANIES

Company	Vehicle No.	Type—Size of Aerial Ladder	In Service
Truck 1	326	American LaFrance, 100'—Metal	Nov. 2, 1943
Truck 2	327	American LaFrance, 100'—Metal	April 17, 1944
Truck 3	339	Peter Pirsch, 100'—Metal	December 1, 1955
Truck 4	338	American LaFrance, 100'—Metal	June 23, 1955
Truck 5	331	Mack, 85'—Wood	October 4, 1950
Truck 6	336	American LaFrance, 100'—Metal	Nov. 24, 1954
Truck 7	330	Mack, 85'—Wood	November 21, 1949
Truck 8	325	Seagrave, 85'—Wood	May 4, 1943
Truck 9	323	Seagrave, 65'—Metal	December 9, 1942
Truck 10	341	Peter Pirsch, 100'—Metal	November 8, 1957
Truck 11	340	Peter Pirsch, 100'—Metal	January 25, 1957
Truck 12	315	Mack, 85'—Wood	April 7, 1941
Truck 13	342	Peter Pirsch, 100'—Metal	February 3, 1959
Truck 14	333	Mack, 65'—Metal	February 21, 1952
Truck 15	308	Mack, 85'—Wood	December 21, 1940
Truck 16	337	American LaFrance, 100'—Metal	Dec. 1, 1954
Truck 17	318	Mack, 85'—Wood	November 11, 1941
Truck 18	320	Seagrave, 85'—Wood	November 17, 1941
Truck 19	328	American LaFrance, 65'—Metal	April 26, 1945
Truck 20	317	Mack, 85'—Wood	June 20, 1941
Truck 21	329	American LaFrance, 65'—Metal	August 10,1945
Truck 22	332	Mack, 65'—Metal	December 12, 1950
Truck 23	319	Mack, 85'—Wood	September 3, 1942
Truck 24	321	American LaFrance, 65'—Metal	Feb. 25, 1942
Truck 25	324	Seagrave, 65'—Metal	January 20, 1943
Truck 26	322	American LaFrance, 65'—Metal	Feb. 24, 1942
Truck 27	334	Peter Pirsch, 65'—Metal	March 20, 1952
Truck 28	309	Seagrave, 85'—Wood	January 7, 1941
Truck 29	335	Peter Pirsch, 85'—Metal	February 26, 1954
Truck 30	313	American LaFrance, 85'—Wood	March 20, 1941

HOSE

Company	Vehicle No.	Type—Pump Capacity	In Service
Hose 1	512	Mack, Hose Wagon	January 6, 1947
Hose 2	513	Mack, Hose Wagon	January 23, 1947
Hose 3	516	Mack, 750 GPM	June 15, 1950
Hose 5	517	Ward LaFrance, 1000 GPM	January 2, 1957

CHEMICAL COMPANIES

Company	Vehicle No.	Type	In Service
Chemical 1	518	(E-41)GMC, Chemical Wagon	Feb. 16, 1959
Chemical 2	519	(E-57)GMC, Chemical Wagon	April 15, 1959

WATER TOWER COMPANY

Company	Vehicle No.	Type—Extended Height of Mast	In Service
Water Tower 1	510	Mack Tractor—58'10"	December 23, 1933

OFFICERS' CARS

Unit	Vehicle No.	Company Location	Type and Date
Chief of Fire Department	629	Engine 53	Buick—1956
Deputy Chief—1st Division	625	Engine 23	Ford—1956
Deputy Chief—2nd Division	626	Hose 1	Ford—1956
Deputy Chief No. 7	630	Engine 43	Buick—1956
Supt. of Maintenance	614	Repair Shop	Buick—1950
Asst. Supt. of Maintenance	613	Repair Shop	Buick—1950
Battalion Chief No. 1	631	Engine 11	Chevrolet—1958
Battalion Chief No. 2	627	Engine 6	Ford—1956
Battalion Chief No. 3	628	Truck 11	Ford—1956
Battalion Chief No. 4	632	Engine 13	Chevrolet—1958
Battalion Chief No. 5	633	Engine 15	Chevrolet—1958
Battalion Chief No. 6	637	Engine 2	Ford—1960
Battalion Chief No. 7	635	Engine 20	Ford—1959
Battalion Chief No. 8	636	Engine 19	Ford—1959
Battalion Chief No. 9	634	Engine 44	Chevrolet—1958
Battalion Chief No. 10	630	Engine 14	Ford—1960
Battalion Chief No. 34	619	Engine 30	Buick—1951
Battalion Chief No. 35	639	Engine 25	Ford—1960
Battalion Chief No. 36	640	Truck 24	Ford—1960

MUNICIPAL AMBULANCES

Unit	Vehicle No.	Company Location	Type and Date
Captain—Ambulance Division	700	Engine 22	Chevrolet—1947
Ambulance 1	720	Engine 23	Cadillac—1958
Ambulance 2	722	Engine 11	GMC—1960
Ambulance 3	714	Engine 19	Cadillac—1956
Ambulonce 4	716	Engine 13	Cadillac—1956
Ambulance 5	723	Engine 26	GMC—1960
Ambulance 6	717	Truck 14	Cadillac—1957
Ambulance 7	708	Truck 1	Buick—1951
Ambulance 8	721	Engine 20	Cadillac—1958
Ambulonce 9	710	Engine 10	Codillac—1953
Ambulonce 10	713	Engine 50	Cadillac—1955
Ambulance 11	715	Engine 21	Cadillac—1956
Ambulance 12	718	Engine 30	Cadillac—1957
Mobile Hospital Unit	719	Truck 1	Ford—1957

FIRE ALARM TELEGRAPH

Unit	Vehicle No.	Company Location	Type and Date
Supt. of Fire Alarm	921	Engine 24	Chevrolet Sedan—1953
Chief Lineman	928	Engine 19	Chevrolet Coupe—1957
Fire Alarm 3	922	Engine 9	Chevrolet 1 ton—1954
Fire Alarm 4	923	Engine 25	Chevrolet ¾ ton—1954
Fire Alarm 5	925	Engine 33	Chevrolet ¾ ton—1954
Fire Alarm 6	910	Engine 9	Chevrolet 2 ton—1949
Fire Alarm 7 (Reserve)	906	Engine 52	Ford 1½ ton—1945
Fire Alarm 8	917	Engine 33	Chevrolet 1 ton—1953
Fire Alarm 9	911	Engine 9	Chevrolet 2 ton—1949
Fire Alarm 10	924	Engine 33	Chevrolet ¾ ton—1954
Fire Alarm 11	932	Engine 10	Ford ¾ ton—1960
Fire Alarm 12	916	Engine 30	Chevrolet ½ ton—1953
Fire Alarm 13 (Reserve)	907	Engine 27	Ford ½ ton—1946
Fire Alarm 14	931	Engine 30	Ford ¾ ton—1960
Fire Alarm 15	813	Engine 30	Ford Coupe—1955

REPAIR SHOP

Unit	Vehicle No.	Type and Date
Dump Truck 1	905	Ford 1 ton—1945
Repair Shop 3	926	Ford ½ ton—1956
Repair Shop 4	918	Chevrolet 1½ ton—1954
Repair Shop 5	919	Chevrolet 1 ton—1954
Repair Shop 7	920	Chevrolet 1 ton—1954
Repair Shop 9	927	Ford ½ ton—1956
Repair Shop 10	929	Chevrolet ½ ton—1957
Repair Shop Wrecker	930	International—1958

MISCELLANEOUS CARS

Unit	Vehicle No.	Company Location	Type and Date
Commissioner's Car	1002	Engine 18	Codillac Sedan—1957
Fire Prevention 1	823	Engine 51	Chevrolet Coupe—1957
Fire Prevention 2	828	Engine 19	Ford Coupe—1959
Fire Prevention 3	814	Engine 21	Ford Coupe—1956
Fire Prevention 4	829	Engine 18	Rambler—1960
Fire Prevention 5	810	Engine 22	Ford Coupe—1955
Fire Prevention 6	812	Engine 9	Ford Coupe—1955
Fire Prevention 7	830	Engine 24	Rambler—1960
Fire Prevention 8	811	Engine 19	Ford Coupe—1955
Fire Prevention 9	822	Engine 36	Chevrolet Coupe—1957
Fire Prevention 10	827	Engine 22	Chevrolet—1958
Fire Prevention 11	831	Truck 12	Rambler—1960
Fire Prevention 12	815	Engine 51	Ford Coupe—1956
Fire Prevention 13	816	Engine 54	Ford—1956
Fire Prevention 14	817	Engine 4	Ford Coupe—1956
Fire Prevention 15	818	Truck 5	Ford Coupe—1956
Fire Prevention 16	819	Engine 5	Chevrolet Coupe—1957
Fire Prevention 17	820	Engine 12	Chevrolet Coupe—1957
Fire Prevention 18	821	Engine 58	Chevrolet Coupe—1957
Fire Investigation 1	832	Engine 40	Rambler—1960
Fire Investigation 2	824	Engine 56	Chevrolet Coupe—1958
Fire Investigation 3	825	Engine 53	Chevrolet Coupe—1958
Fire Investigation 4	826	Engine 31	Chevrolet Coupe—1958
Fire Investigation 5(Res.)	808	Engine 8	Chevrolet Coupe—1949
Fire Investigation 6(Res.)	809	Engine 8	Chevralet Coupe—1949
Fire Investigation 7(Res.)	806	Rep. Shop	Chevrolet Coupe—1949

RESERVE ENGINES—SECOND LINE

Unit	Vehicle No.	Location	Type and Date	Capacity of Pumps
SLE 1	33	Engine 1	American LaFrance—1941	Squad Wagon
SLE 4	23	Engine 4	American LaFrance—1939	750 GPM
SLE 6	25	Engine 6	Seagrave—1939	750 GPM
SLE 7	1	Engine 7	Mack—1917	600 GPM
SLE 8	26	Engine 8	Seagrave—1939	750 GPM
SLE 9	15	Engine 9	Mack—1926	750 GPM
SLE 10	22	Engine 10	Mack—1939	750 GPM
SLE 11	29	Engine 11	American LaFrance—1940	750 GPM
SLE 13	17	Engine 13	Mack—1938	750 GPM
SLE 15	75	Engine 15	G.M.C. (Civil Def.)—1954	750 GPM
SLE 19	16	Engine 19	Mack—1927	750 GPM
SLE 21	7	Engine 21	Ahrens-Fox—1922	750 GPM
SLE 23	76	Engine 23	G.M.C. (Civil Def.)—1954	750 GPM
SLE 25	8	Engine 25	Ahrens-Fox—1923	750 GPM
SLE 26	10	Engine 26	Ahrens-Fox—1923	750 GPM
SLE 27	27	Engine 27	Mack—1939	750 GPM
SLE 28	24	Engine 28	American LaFrance—1939	750 GPM
SLE 29	19	Engine 29	American LaFrance—1938	750 GPM
SLE 33	20	Engine 33	American LaFrance—1938	750 GPM
SLE 37	18	Engine 37	Seagrave—1938	750 GPM
SLE 38	14	Engine 38	Mack—1926	750 GPM
SLE 41	30	Engine 41	American LaFrance—1940	750 GPM
SLE 45	13	Engine 45	Mack—1926	750 GPM
SLE 54	21	Engine 54	Mack—1938	750 GPM
SLE 55	4	Engine 55	Ahrens-Fox—1922	750 GPM

RESERVE TRUCKS—SECOND LINE

Unit	Vehicle No.	Location	Type and Date	Description
SLT 4	310	Truck 4	Seagrave—1941	Aerial—85′
SLT 5	300	Engine 3	Mack—1941	Aerial—85′
SLT 6	312	Engine 33	Seagrave —1941	Aerial—85′
SLT 9	307	Engine 45	Mack—1938	Quad
SLT 10	306	Engine 36	Mack—1938	Quad
SLT 17	311	Truck 17	American LaFrance—1941	Aerial—85′
SLT 18	316	Truck 18	Mack—1941	Aerial—85′
SLT 22	314	Truck 22	Seagrave —1941	Aerial—85′

RESERVE CHEMICAL—SECOND LINE

Unit	Vehicle No.	Location	Type and Date	Description
SLC 1	506	Engine 41	Mack—1928	Chemical Wagon
SLC 2	507	Truck 6	Mack—1917	Chemical Wagon
SLC 4	503	Engine 18	Mack—1923	Chemical Wagon

MISCELLANEOUS RESERVES

Unit	Vehicle No.	Location	Type and Date
Ambulance 13	707	Engine 25	Buick—1948
Ambulance 14	709	Engine 28	Buick—1952
Ambulance 15	711	Truck 16	Cadillac—1954
Ambulance 17	712	Engine 12	Cadillac—1954
Reserve Officer 1	620	Engine 3	Chevrolet—1953
Reserve Officer 3	612	Truck 11	Buick—1949
Reserve Officer 4	617	Engine 13	Buick—1951
Reserve Officer 5	610	Engine 23	Buick—1951
Reserve Officer 6	622	Engine 12	Chevrolet—1953
Reserve Officer 7	615	Engine 20	Buick—1950
Reserve Officer 8	621	Engine 19	Chevrolet—1953
Reserve Officer 9	624	Engine 45	Chevrolet—1953
Reserve Officer 10	623	Engine 14	Chevrolet—1953
Reserve Officer 11	611	Engine 17	Buick—1949
Reserve Officer 12	618	Engine 34	Buick—1951
Second Line Hose 4	500	Engine 12	Mack Hose Wagon—1921
Steamer (RE-3)	—	Fire School	LaFrance—1898
		(motorized about 1912 by addition of Christie Tractor)	
Steamer(E-14)	—	Engine 33	Horse Drawn
2 Hand Drawn Hose Reels	—	Engine 33	
3 Hand Drawn Pumpers	—	Engine 33	

PROMOTIONS — 1960

To Rank of

DEPUTY CHIEF

JOSEPH P. PIECHOCKI

BATTALION CHIEF

JAMES E. LANE

SUPERINTENDENT OF MAINTENANCE

GEORGE J. W. MERLE

ASSISTANT SUPERINTENDENT OF MAINTENANCE

CHARLES R. WARFIELD

CAPTAINS

LEE C. MELVIN
GEORGE E. WEBB
DAVID G. BAYNES
LOUIS R. BELL, JR.
HARRY W. HEAD

LIEUTENANTS

HENRY W. MORRIS, JR.
GEORGE C. WALDNER
GEORGE O. ZINK
JACK A. TRUE
PETER J. O'CONNOR, JR.

PUMP OPERATORS

SAMUEL HOFFMAN
RICHARD A. KARCHER
OLIVER W. STRONG

MOTOR MARINE ENGINEER

WILLIAM R. MARINER

PILOTS

OWEN A. NEWMAN
MAYNARD E. WOLF

ENGINEER-PUMPING STATION

ROBERT E. HARMON

AUTOMOTIVE MECHANIC

RAYMOND C. CAUDLE

COMMENDATIONS — 1960

EXEMPLARY CONDUCT

Fire Fighter Robert Perry	Truck 17
Lieutenant William L. Hunt	Hose 1
Fire Fighter Donald M. Mackey	Hose 1
Fire Fighter Richard M. Mulbauer	Ambulance 10
Fire Fighter George T. O'Hara	Truck 9
Lineman Helper George L. Logue	Fire Alarm
Fire Fighter John E. Devine	Engine 11
Fire Fighter William M. Stewart	Ambulance 2
Lieutenant John H. Ferber	Truck 15
Fire Fighter Hubert A. Cheek	Ambulance 2
Fire Fighter Marvin T. Burkindine	Ambulance 2
Pump Operator Thomas S. Smith	Engine 36
Fire Fighter James H. Duggan	Engine 31
Fire Fighter Marvin Hackley	Truck 9
Fire Fighter William P. White	Truck 9
Fire Fighter Leander B. Redmond	Engine 13
Fire Fighter Anthony L. Kiggins	Truck 15
Fire Fighter Louis R. Gauer, Jr.	Truck 15
Machinist Owen J. Murphy	Repair Shop
Welder Allen J. Poole, Sr.	Repair Shop
Fire Fighter William E. Dorrell	Truck 11
Fire Fighter J. Raymond Hogarth	Truck 11
Fire Fighter Harry M. Cover	Truck 11
Fire Fighter Richard J. Griffin	Engine 25
Fire Fighter Carl M. Sturm	Engine 7
Fire Fighter Walter J. Robertson	Ambulance 8
Fire Fighter Donald A. Taylor	Ambulance 8
Fire Fighter Robert H. Fisher, Jr.	Engine 20
Fire Fighter George W. Chelton	Truck 16
Fire Fighter Robert E. Taylor	Truck 16
Lieutenant Harry Fields	Engine 4
Fire Fighter Edward F. Erline	Truck 14
Fire Fighter Frank B. Hauf	Truck 14
Fire Fighter Bernard G. Brown	Ambulance 3
Fire Fighter William E. Ozazewski	Ambulance 3
Captain Elmer W. Katzenberger	Fire Investigation
Captain Anthony A. Spann	Fire Investigation

RETIREMENTS — 1960

DEPUTY CHIEF PAUL W. REYNOLDS	D.C. 1
FIRE FIGHTER LOUIS R. GAUER	Hose 2
FIRE FIGHTER EDGAR G. JONES	Engine 7
FIRE FIGHTER FRANK W. BELING	Truck 17
FIRE FIGHTER THOMAS M. THOMPSON	Engine 54
FIRE FIGHTER MELVILLE H. MILLER	Truck 18
FIRE FIGHTER JOHN SCHMIDT	Engine 6
FIRE FIGHTER FREDERICK W. ZAISER	Truck 19
FIREMAN WATER TENDER MICHAEL GOODMAN	Engine 39
FIRE FIGHTER JOSEPH F. KING	Engine 10
ASST. SUPT. OF MAINTENANCE WM. H. STAGGE	Repair Shop
CAPTAIN WILLIAM A. BOONE	Engine 40
LIEUTENANT AUGUST S. HERGENROEDER	Engine 3
LIEUTENANT FREDERICK H. KLEIN	Engine 50
FIRE FIGHTER OTTO P. GERKEN	Engine 41
CAPTAIN JOHN D. DOGGETT	Engine 16
PUMP OPERATOR KENNETH W. FREDERICK	Engine 29
FIRE FIGHTER JOSEPH M. O'LEARY	Hose 3

Last Alarm

Baltimore City Fire Department

ACTIVE MEMBERS DECEASED—1960

PUMP OPERATOR HORACE E. JONES	Engine 40	January 19
FIRE FIGHTER NELSON L. LITTLE	Water Tower 1	January 27
FIRE FIGHTER THOMAS E. REYNOLDS	Truck 13	March 13
ASST. MARINE ENGINEER JAMES B. KERNS	Engine 48	May 30
FIRE FIGHTER JOSEPH A. RAWLEIGH, SR.	Truck 9	June 29
FIRE FIGHTER ROBERT E. SEVERN	Engine 12	September 17
BATTALION CHIEF CHRISTIAN F. REYNOLDS	B. C. 26	December 17

PENSIONED MEMBERS DECEASED—1960

FIRE FIGHTER WILLIAM P. ROMMAL	Engine 40	January 15
FIRE FIGHTER GEORGE H. DICKEL	Truck 23	January 25
PUMP OPERATOR FRANCIS B. SCARFF	Engine 44	January 26
CAPTAIN JOSEPH P. MANNION	Engine 14	January 26
FIRE FIGHTER JONATHAN TRACEY	Engine 46	January 26
FIRE FIGHTER WILLIAM B. FRAZIER	Truck 18	January 30
FIRE FIGHTER SAMUEL H. SCHLAG	Engine 27	February 10
PUMP OPERATOR ANDREW W. GIER	Engine 11	February 18
PUMP OPERATOR CHESTER A. BAILEY	Engine 29	February 25
FIRE FIGHTER JOHN C. EURICH	Engine 27	February 28
PUMP OPERATOR WILLIAM C. MEREDITH	Engine 13	March 1
BATTALION CHIEF CARROLL F. HAND	B. C. 1	March 13
FIRE FIGHTER FRANK W. DERRENBERGER	Truck 18	March 23
PUMP OPERATOR PERCY O. NEWCOMB	Engine 13	March 28
CAPTAIN RAYMOND J. SIMMONS	Engine 11	April 4
FIRE FIGHTER CHARLES A. HICKS	Engine 58	April 19
PUMP OPERATOR NORRIS E. CUMMINS	Engine 52	April 25
FIRE FIGHTER FREDERICK W. ZAISER	Truck 19	June 24
FIRE FIGHTER CHARLES J. HEILMAN	Truck 15	July 2
CAPTAIN WILLIAM A. MEYER, SR.	Engine 52	July 9
FIRE FIGHTER EDWARD E. BRILEY	Engine 44	August 11
MOTOR MARINE ENGINEER RAYMOND E. ECKER	Engine 49	August 14
CAPTAIN JOHN T. HURLEY	Engine 20	September 5
DEPUTY CHIEF JOHN L. KAHL	D. C. 1	October 12
FIRE FIGHTER FRANK C. HAAS	Engine 2	November 11
FIRE FIGHTER CHARLES F. SCHOEFFNER, SR.	Engine 8	November 19
FIRE ALARM OPERATOR JOHN W. SULLIVAN	Fire Alarm	December 13

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